# THE STORY OF "E" COMPANY 101st ENGINEERS

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# THE STORY OF "E" COMPANY

FIRST PICTURE OF COMPANY "E," TAKEN IN FRONT OF WENTWORTH INSTITUTE, BOSTON, MASSACHUSETTS, BEFORE IT WAS FINALLY BROUGHT UP TO FULL WAR STRENGTH OF 250 MEN BY THE ADDITION OF NATIONAL GUARDSMEN FROM MAINE AND RHODE ISLAND

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# THE
# STORY OF "E" COMPANY
## 101st ENGINEERS
## 26th DIVISION

A Record of their service
from May-1917 to April-1919
compiled by members of
the Company

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26th Division

Veterans of "E" Company, 101st. Engineers
26th Division
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THE MARCH SOUTH FROM VERDUN

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## INTRODUCTION

THE primary idea in the production of this volume was that all members of Company "E" might have it at hand as a reference to their time spent in the service of the United States Army and for their own interest through the future. The story has been written simply, and represents not a literary gem in any sense of the term, but a clear and accurate statement of where we were and what we did. It has rather been left for the reader to judge of the importance of the work done and of the manner in which it was carried on.

It is to be hoped, however, that the book will prove of interest to all those interested in us. Practically without exception, all the photographs used as illustrations were taken by members of the Company. All sketches and drawings also represent the efforts of its members, as well as the compiling of the diary, and the publication. It is in every way a Company product and has been made as complete as possible.

So, to the casual reader, give gracious consideration for the probable many jumblings of the English language, and, perhaps, to you, its seemingly poor conveyance of thought. We have done our best.

101st ENGINEERS MARCHING DOWN PARK STREET
IN YD "WELCOME HOME" PARADE

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# THE STORY OF "E" COMPANY

## CHAPTER I

NATIONAL GUARDSMEN were supposed never to be surprised at anything, nor were they of the First Corps Cadets on that eventful Sunday afternoon in the spring of 1917 when hurried telephone calls succeeded in assembling possibly fifty of its members at the Armory on Ferdinand Street (now Arlington Street) and Columbus Avenue.

On arrival it was soon learned that we were to have explained to us a certain proposition—or, better, suggestion—offered by the War Department and presented by Major Mitchell of the Engineer Corps, U.S.A.

To most of the men assembled the suggestion was more or less new or, at least, a resurrected one.

Perhaps it would be well first to explain the condition, or status, of the Corps, its plans and aspirations relative to the one consuming topic of the time,—our part in the World War.

Doubtless the reader knows considerable concerning the history of the First Corps Cadets, but it might be well to repeat briefly two of the important features.

Its positive continuous existence dates back to 1741, even before the Revolutionary days; and during its entire life it has served as infantry in all periods called upon by the Government and has furnished many officers to the Regular Army and National Guard in times both of peace and war. The training afforded its members made them excellent material for officers, and with this fact in mind, prospective recruits were thoroughly examined and looked up before being elected members.

Therefore, the two important considerations to be thought of in connection with its part in the great World War were: first, the prestige obtained by long-continued training as infantry; and secondly, the quality of its personnel.

Is it therefore strange that we all had plans for recruiting a regiment of infantry, using the original battalion as a skeleton organization—a practical and certain proposition—with wonderful possibilities, and when completed and equipped to offer its services as a unit to the Government for whatever service they should require of it?

So with somewhat sceptical minds we listened for an hour or two, without interruption, to Major Mitchell as he unfolded the scheme outlined for combining, reorganizing, absorbing, and what-not, various National

Guard units in New England for the purpose of making a war-strength, and real, division.

Coming to the climax of his talk, it developed that the War Department had plenty of infantry arranged for at the time so could not tell when our provisional infantry regiment could be used, and, as a way of getting across at an early date, we were to be offered the opportunity of taking the engineer branch of the service, and if plans matured, comprise either the entire regiment of engineers, or at least one battalion, required for a division.

And how could it be that the War Department could think of taking a perfectly good (to our minds, at least) infantry organization, with years and years of credentials, and changing them over to engineers—pick-and-shovel men, laborers as well as soldiers? What did we know about engineering in peace times—to say nothing of war times? Of late, we had heard that engineers on the Western Front were doing wonderfully technical work and were very essential and necessary to the fighters; but we knew little, we thought, of the technical part of the game, and we furthermore felt that we could never successfully wield a pick and shovel. Pictures of British Royal Engineers were recalled, working on roads, cleaning away débris, and like things, which at that time seemed so useless and unromantic in the business of war! At the conclusion of the conference, a show of hands was asked for, on the number who thought it advisable to make the change from infantry to engineers, and of the total men present, probably not over fifty, the majority voted in favor of making the change. To the writer's mind, considerable credit is due these men, because it was their sense of patriotic duty alone that influenced them, although it meant much loss to them in the way of personal advancement.

Then came the work of recruiting the proper material for an engineer regiment. It would have been comparatively easy to recruit the number needed, but a special number of the various kinds of tradesmen were required. A great deal of time and effort was put into this matter, with fine results, as the present personnel of the regiment shows. Talks were made at several large shops and factories in the surrounding towns by members of the Corps, and also more or less newspaper advertising was done.

At first, we were aiming for four one-hundred-and-fifty-men companies and then the new Tables of Organization required six one-hundred-and-fifty-men companies for an engineer regiment, and finally, to conform to the French and British organization, we were obliged to recruit two battalions of three two-hundred-and-fifty-men companies each.

The recruits came fast, and it was decided to drill them three nights each week, but no uniforms were available, so drills were carried on in civilian clothes, which, while quite trying and discouraging, and incident-

ally expensive, to the recruit, and more or less embarrassing to the men in the old organization, as we were constantly confronted with the argument that all other National Guard units around were supplying uniforms to their new men, presented a very interesting spectacle and moreover proved the mettle of the men who had voluntarily enlisted for whatever was to come.

As soon as the exact number of companies required became known, the recruits were assigned to the four old companies, namely, "A," "B," "C," and "D," the extra men being put into two provisional companies, "E" and "F." It was a common thing for many of the so-called "early enlisters" to be in Company "B," for instance, one night and to hear his name called in Company "F" the following drill-night. All this seemed unnecessary to the recruit at this time, but he did not realize what a task and what a lot of paper work was required for those endeavoring to do the administrative part of the work.

Finally, on May 28, 1917, the two "war-baby" companies, "E" and "F," were born, having for a skeleton a few of the Old Corps non-coms, who were transferred from other companies. Company "E" was extremely fortunate to have assigned to it, as captain, one of the best officers of the former organization, Capt. Edwin M. Brush.

He immediately became the father, adviser, and guardian of every man in the Company, and a policy of friendliness, comradeship, and company spirit was founded by him. Instead of the recruit being frightened or timid in the presence of the officer and proverbial "hard-boiled sergeants," they were made to know that their troubles, questions, or what-not would be considered thoroughly by both non-coms and officers. Captain Brush's policy was to make the Company one big family about to start on a very serious mission, a family that would do its work well, willingly, and sincerely; with team play, energy, and precision.

Mind you, this policy did not leave out the factor of soldierly discipline, but it was a kind of policy that should bring good results and not just plain servitude. To-day, it is the common feeling of the men who have been through the game with Company "E," that the early training under Captain "Eddie" was what made the Company second to none in any respect in the regiment. Notice, we do not say that Company "E" is better than the other companies in the regiment, but we do feel that we have a right to hold ourselves on a par with them.

Great praise to our first love—Capt. Edwin M. Brush.

Then comes our training period at Wentworth Institute, a period all will well remember.

Prior to July 25, 1917, most of the training at the Institute was done evenings, except by those who had given up civilian labors and who could devote their entire time to the game; and after that date, which was the

Capt. EDWIN M. BRUSH

date the regiment was called out by President Wilson, the entire time both during the day and evening was divided between class work at the Institute and drill in the Fenway, along with the evening hikes under the leadership of "Old P. B." otherwise known as Maj. (now Lieut.-Col.) Porter B. Chase.

Here again the matter of uniforms came up, and the men proved that they enlisted to fight the Hun regardless of whether it was in a sky-blue-pink civilian suit or khaki. The benefit derived unconsciously from this state of affairs was psychological, and the lesson of disregarding self-pride while there was serious work to do was learned.

Work at Wentworth comprised all the practical engineering lines, such as drafting, carpentry, concrete-mixing, masonry, rigging, blacksmithing, map-sketching, machine-shop work, gasolene engines, steam engines, mining, and other special lines, such as trench-digging, railroad repair, etc. Special details were on railroad work at Westboro on the Boston & Albany R.R. and work for the Boston Elevated.

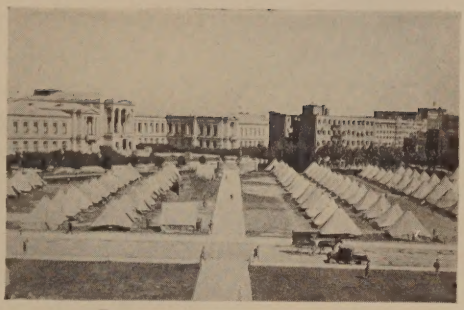
Naturally, there was a varied opinion on the benefit of all this work, but now as we look back on it we see that a great many received a lot of benefit from it which helped them in their work in France, and furthermore, every one was getting in excellent physical shape to withstand the hardships before us.

For this work taken at Wentworth Institute, each man received a diploma stating that he had satisfactorily done the work allotted to him there.

An amusing incident relative to these diplomas is well worth repeating, and may be one of those little things that go towards making us admit that we were a Company second to none in the finest engineer regiment in France, and, as most large nations had their best troops in France, our claim assumes fairly large proportions.

But the incident: A certain private standing with a certain sergeant,

both members of the engineer regiment of the Rainbow Division, were watching with open mouths the act of erecting barracks while you wait, which act was performed several times during the first winter months of our stay in France, and the private was heard to say, "Gosh, them fellers certainly got that stuff down to a science." "Why shouldn't they?" replied the sergeant. "Every one of them guys had to graduate from Wentworth Institute before they could enlist in that regiment."



CAMP WENTWORTH

MESS TIME AT WENTWORTH

So with our work of training both mind and muscle, the time soon came for equipment and uniforms to arrive and the numberless records regarding each man to be taken; examinations for all kinds of disease, even insanity, inoculation against small-pox and typhoid fever, and thousands of little details too numerous to mention, which all meant millions and millions of questions asked daily of the Captain and the First Sergeant's personnel. Passes were granted over and over again to the same men to visit the same poor old sick grandmother, and the old dentist gag was worked to a frazzle; but all these things tended to get us better acquainted and fitted for the task before us.

Along in September, 1917, we had several false alarms about leaving, and many a boy in the Company kissed his girl or mother for the last time every morning for two weeks.

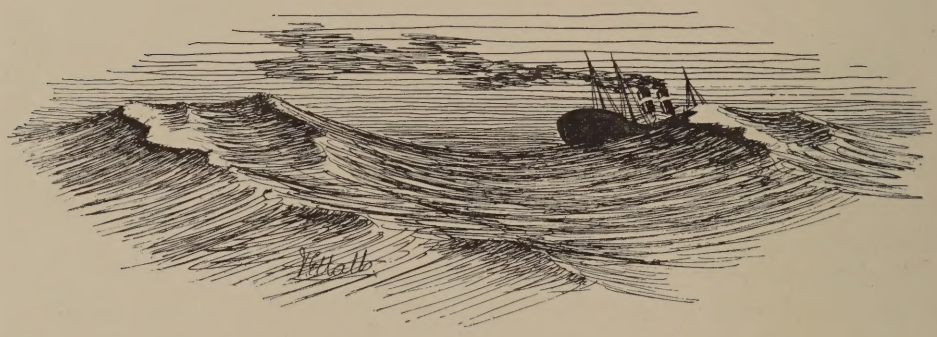
Then very near to the date of leaving we were obliged to transfer several men to the replacement depot for one cause or another, and we got their places filled by some men who had just arrived at Camp Devens.

So when the word finally came at 11.30 A.M. one morning that we were to entrain that night for New York, there was great excitement in the Armory. Mothers, fathers, brothers, sisters, wives, sweethearts, soldiers, trucks, barrack-bags, trunks, boxes, etc., were all jumbled together on the Armory floor, and finally a small dance started, until one company at a time was marched out of the Armory for the last time to Wentworth, which was the assembly point.

To give some idea of the speed with which paper work was accom-

plished, Company "E" transferred four men at 9.30 P.M. on the night we left, or two and one-half hours before our departure for France. They did not know until that late hour whether or not they would go with us.

So finally Company "E" was assembled at Wentworth and marched quietly down to a point near the Armory and then countermarched to the Huntington Avenue yards and entrained around midnight, September 24, 1917, leaving Boston to our loved ones for a trifle over eighteen months.



## CHAPTER II

A SLEEPLESS night was passed aboard the day coaches allotted us, and at mid-day we pulled into Harlem Freight-Yards and boarded an old side-wheeler for our trip down the East River. Our way was made slowly—even our barrack-bags and baggage towed down-stream by a tug passing us—and we rounded Manhattan late in the afternoon, drawing up at the Cunard Docks opposite Hoboken.

Our transport, the Andania, lay at her berth awaiting us, and we were immediately marched aboard and assigned quarters, the larger part of "E" Company in one of the lowest decks, J section, aft. A very poor mess was served, giving us our first taste of what we might expect for the trip, and the impression was none too good. Partial satisfaction was had, however, in being given the opportunity to file telegrams to our folks and get mail away (released when we reached Liverpool) before we sailed. No one was allowed off the boat. "E" Company furnished the first guard placed aboard, which numbered thirty posts, covering all sections of the boat.

All decks were cleared preparatory to sailing early in the morning, and we left our docks at exactly seven o'clock and by ten were making good headway. All would have liked well to watch old New York disappear, but were ordered below until we were far beyond sight of land. The crew informed us we were headed for Halifax, N.S., there to join in the next convoy to sail, but had no information as to how many warships, cruisers, destroyers, etc., were to accompany us, nor replies to the other thousand-and-one questions we asked of them. We had our first taste of "nobody knowing nothing."

Details were in order the next day in preparation for an inspection of the ship by the Colonel. The tables in the mess-hall were polished, the floor scrubbed, and our quarters thoroughly cleaned with antiseptic. Bunks

were arranged in an orderly manner, and rifles given careful attention. This routine was the daily task of early morning. Life-belts and places at the rafts and life-boats were assigned. Submarine watches were set to guard against surprise at all times, being stationed on both sides of the boat in two-men posts, one with glasses, the other with rifle, alternating every half-hour. Their orders were to report even the smallest, most insignificant object which might be observed and to open fire upon it. We were told that even if a direct hit were not made, the splashing of water upon the glass of the periscope of a submarine by a bullet was sufficient to blind it. It was everybody's duty to prevent the showing of lights, and a severe penalty was in store for the man who was detected lighting a match or smoking on deck after dark.

Our course ran southeast from the harbor of New York, then, sure enough, it shifted to almost true north, so we knew it must be Halifax, and the next day, about noon, land was sighted off our port. As we drew nearer, the country showed itself low and rolling, and War was first evidenced to us by large guns mounted on the rocky cliffs at the entrance to Halifax Bay. Also, just inside a chain of rafts forming a blockade, we passed many warships which signalled back and forth with light flashes through the haze which enveloped the harbor. Ahead, and soon passed, a liner in a weird creation of camouflage presented a very strange and novel appearance as we approached it. While we were still at a distance, most of us never having seen a ship so dressed, many guesses were called forth as to what it was. Other transports loaded with troops lay near by, and soon we, too, were riding at anchor. Our coaling started immediately, and, as the convoy could not leave until our bunkers were full, work was pushed steadily through the night. When this was completed, in the afternoon of the next day, we left Halifax, the convoy steaming down river and out into the open water in a long line. Our band, forward in the boat, played all the way out, and many of the small boats dipped their flags in salute as we passed. After dusk, the vessels, showing not a single light, their great black hulks easily traced by the light of a nearly-full moon, presented a truly impressive sight as they gradually manœuvred into sailing formation, three abreast, the Winifredian, Colum Belle, and Celtic leading, followed respectively by the Saxonia, Andania, and Lapland. These were, in turn, followed by the Demodious, Brambaleaf, and Grampian, the Cedric following in the rear, and the convoy so continued through practically the whole course, the Andania always in the centre of the group.

Our day's work was now well organized. Each morning, after preparation for inspection, the manual of arms was given the "rookies," and a period at 3.00 in the afternoon was given to school, held by the Captain, on the various ethics of "soldiering."

We were not without entertainment, as "E" Company furnished a very good show in the mess-hall, its first attempt; and on the evening of the 3d of October, a very good concert, given by the men of the regiment, passengers, and ship's crew, was held in the main dining-saloon, a collection being taken up for the benefit of the Seamen's Institute of Liverpool.

ON BOARD THE ANDANIA, HALIFAX HARBOR

The Chaplain held services each Sunday, aboard, which were well attended. His subjects, fitly chosen, were well covered, and his talks were very interesting.

"CLEANING UP," AT SOUTHAMPTON

We had found it possible to have cablegrams announcing our safe arrival sent home through the Cunard Company immediately upon docking at Liverpool, and many helped keep the transatlantic cables busy by despatching messages of good cheer.

Just before our arrival in Liverpool, we all noticed the wonderful phosphorescent effect on the water where the surface was at all broken,—a truly dazzling sight,—especially at the stern of the ship, where the water had been churned by the propellers.

Will any one forget the rattle and clang of the pots, pans, kettles, and other kitchen-ware on the rockiest of all the rocky nights aboard, and just what he thought had happened when he heard the racket? A few had the good fortune to have a clear gangway to the top deck, but most of us just shivered, and waited for the next one.

On Sunday morning, the 9th, the escort of destroyers was picked up and took places on all sides of the convoy. They were small boats, some American and some British, a few of them being camouflaged, very long and of a speedy type, their four funnels bespeaking powerful driving-engines.

The morning of the 10th, our baggage all above decks, we rolled our packs preparatory to leaving the ship, word being passed that we would dock some time during the day. Upon coming on deck, land could be plainly seen and did look good to us. The lower isle, as we passed, seemed a very pretty and peaceful country, and the approach to Liverpool, up the Mersey,

with the white beaches, pretty residences, and the high steel Bristol Tower, the first and tallest structure to be seen on entering the harbor, made a lasting impression. When at last we docked and the boat lay at rest, we had true reason to be glad of our safe arrival, feeling that now we had at least an even chance with "Fritz." Our joy upon our safe arrival was accentuated by the presence of a beautiful rainbow, our omen of good luck. We disembarked at 12.45 in the early morning, boarded the train at the docks, each man furnishing transportation for one barrack-bag from the boat to the train. Each squad was given a compartment, and vain attempts were made to get some sleep.

The early daylight revealed a beautiful country through which we travelled. Most charming scenes unfolded themselves to our view as though painted on a swiftly moving screen: meadows dotted with great haystacks, cows standing in streams, old-fashioned high-gabled houses with thatched roofs and pretty gardens, and here and there, beautiful estates, well laid out, their hedgerows and lawns kept in the best of condition.

Southampton proved to be our destination, and we detrained in the middle of the forenoon at the water front, marching from the docks to the Rest (?) Camp at the Common, about two miles distant, and gained our first impression of one of England's large cities. The march was made detouring the business centre of the city, through the more residential section, where, true to old English style as we had studied it at home, trim hedges and red brick houses prevailed. Our camp we found to be a small settlement of white conical tents, one of which was allotted to each ten men. Australians, "Tommies," and our own Marines were also occupants of the camp at the time. The 102d Infantry Regiment of our own division was assigned tents near us. Our mess-hall was a long wooden building, and a couple of men from each table procured and served our mess. Roll-calls were attended each day at 3.00 in the afternoon, after which time we were free to see the city.

That Southampton was very interesting was the unanimous opinion of all after we had seen the Bargate in the old wall of the city bridging the main street, the beautiful Cathedral, the odd little tramcars by which means one could ride the full length of the town for fourpence, and which were operated entirely by young women. The surrounding countryside, too, had its attractions in the cute little thatch-roofed cottages bordering the roadside, all with a near-by flower-garden. Rolling country, only partly wooded, was ideal for the use to which it had been largely adapted,—dairy-farming,—and although the women had been called upon for a large share of the work, one would never have noticed the absence of men by the way in which the many acres were kept. Here, first of all, we noticed the prevalence of mourning worn by about all the civilian population, in

respect to, and in memory of, their fallen loved ones. Death, the terrible price of war, was everywhere evident.

Good food was available, the rationing of the people being felt to no considerable degree except in sugar and bread. Fine meals of excellent ham and eggs, steaks with "chips" (as you would order fried potatoes), bread in limited quantity, and real "honest-to-goodness" tea fell to the lot of the rich. Also the Y. M. C. A. down town served good meals for very reasonable prices. For amusement there were the "movies," where smoking was permitted, and the higher-priced seats were in the rear and in the balcony. The pier dance-hall attracted many, but was only truly enjoyed by those who could easily master the intricacies of the English schottische and lancers.

Our stay in Southampton was thus thoroughly enjoyed until the morning of the 18th, when we fell in, were issued rations of hardtack and "willy," marched to the docks and aboard an old-fashioned French side-wheeler La Marguerite, a dingy, dirty-looking, ready-to-fall-to-pieces old tub. Into her every nook and corner except the wheel-house, engine-room, and coal-bin we jammed, about the closest quarters the regiment ever was in, either before or since. Only one thing was in favor of that boat, she did hustle us across the Channel into Le Havre, and we docked early the following morning. In the early afternoon, leaving Southampton, we saw, many of us for the first time, the damage done by torpedoes to ships of various sizes, then dry-docked for repairs. Another feature of the trip was a hydroplane which "stunted" above the Channel at a considerable distance.

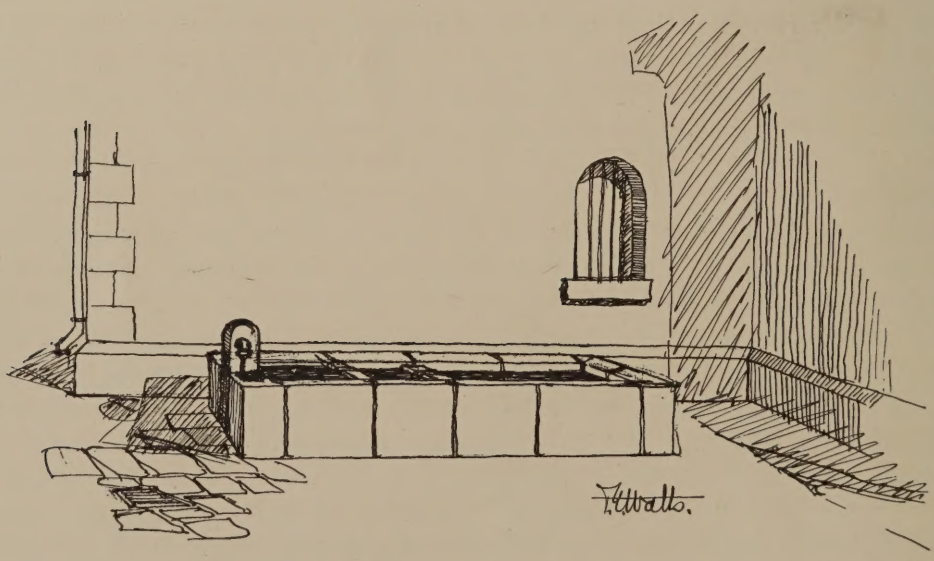
At Le Havre we had our first glimpse of German prisoners who had been brought in that morning for labor at the docks, handling freight, and we labelled them a stupid-looking lot. Never a smile crossed their faces, and their seeming despondency was marked.

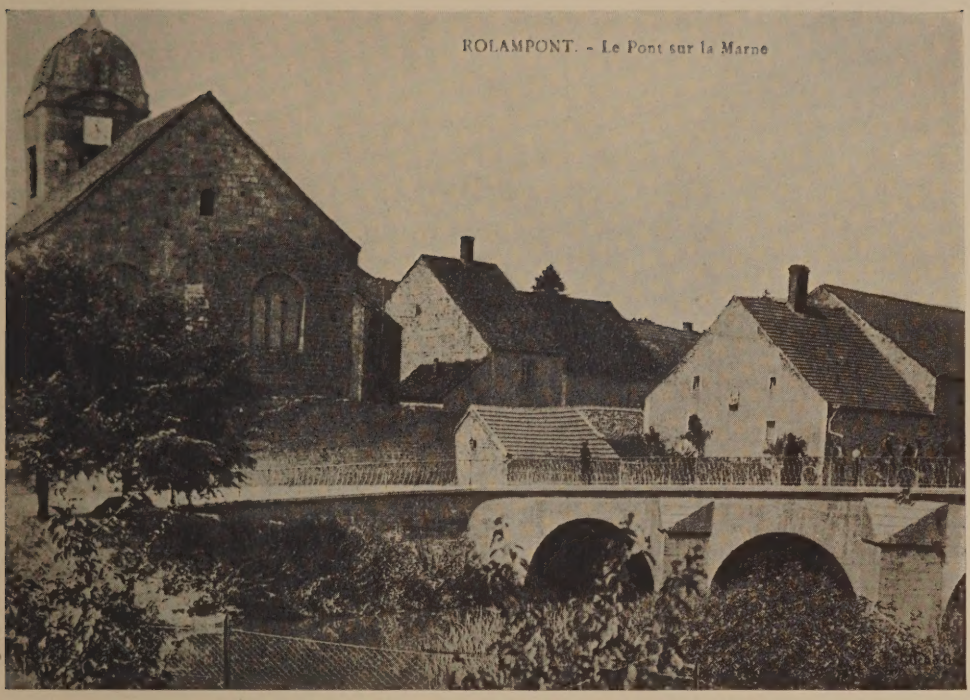
We were formed by companies in a near-by freight-yard and commenced our hike around the shore and up a steep hill to our camp, which was situated high above the city on a plateau overlooking the mouth of the Seine River and the ocean. This camp was a big improvement over the one in Southampton, being very dry and clean, but our quarters were in the same kind of tents, and here we were assigned twelve men to a tent. A prison pen containing many German convalescent prisoners was in near proximity to our camp, and a stolen peek through the fence revealed a neatly kept area, the men living in large tents with comfortable-looking bunks installed. Benches lined the paths, and the whole atmosphere of the place was one of comfort and good treatment—a little too good for them, we thought, judging by our experience of the past three weeks. Entertainment for those in camp was provided that evening by the British

Y. M. C. A. authorities in the hut at the grounds, consisting of good singing and violin-playing, and there we were first taught, by the Tommies present, the strains of "I Want To Go Home," a short refrain soon known well by all and at that time being widely sung by the British soldiers.

The one night at Le Havre proved to be our last, as we entrained at midnight of the next for "Somewhere in France." Our quarters aboard the French train were similar to those crossing England except that these cars were wider and we had more space. Our train pulled out about five in the morning, and no one had any idea where we were headed for. The country we travelled through was very picturesque, as was England, though the farmhouses built of originally nearly-white stone and roofed with heavy red tile made a striking contrast to the thatched English cottages we had seen. The most noticeable difference, by far, was in the seeming uncleanliness and ill-kept appearance of the majority of the French homes.

We passed the Versailles railroad station in mid-afternoon, and at a stop soon after we managed to get a little hardtack for a ration, the Colonel having succeeded in inducing the Frenchman at the throttle of the engine to stop the train long enough to have it issued from a box car. All that night and the next day we were rolling across France, wondering always, how much farther? Finally, we were sidetracked and detrained at what we thought was a small place, but was really a town of fair size,—Rolampont, —about twenty-five kilometres (for we were now in France and would no longer think in miles) south of Chaumont.






BRIDGE OVER THE MARNE IN ROLAMPONT

## CHAPTER III

AFTER detraining at Rolampont, the Company marched into, and halted in, the centre of the quaint old village. To be housed in a large military camp for immediate instruction and preparation for the front had been the expectation of the majority, so we were somewhat surprised when billeted in the homes and barns of the civilians, barns being by far the more usual allotment. The men invariably shared the same roof with all the usual inhabitants of such places, and some of the barnyard fowl from the lower floor occasionally found time to visit their neighbors' living-quarters in the haymows. It was very fortunate that most of the "suites" had a ladder or small stairway leading from the ground floor to the "chambre de luxe" overhead, for, while the fowl could make their way upstairs, the cows and pigs must of necessity remain below.

After getting established in the new homes, the boys lost no time taking in the various sights. It was with strange feelings that they first walked the streets of the old French village. Everything about the place bespoke age, and the solid stone buildings represented the handiwork of many previous generations. One of the most interesting spectacles was to watch the French women washing in the old open wash-houses, and before

many days O. D. uniforms were well mingled with the black dresses of the village women and the boys soon learned the French method of open-air washing. However, having it done soon proved far more satisfactory than doing it, and in a short while many of the village women were doing a thriving business washing clothes for the Y. D.'s.

The next thing of interest was a visit to the French stores. Although almost all were somewhat short of funds by this time, there was still enough left to severely drain the supply of everything pleasing to the then ravenous appetites.

After living in town several days we felt quite at home, and the townsfolk accorded all the best of treatment. In most homes a *génie* was considered as one of the family, and some were already beginning to talk French quite fluently. By the use of much gesticulating, with an occasional word of French, every one managed to make himself understood, seldom failing to obtain whatever he wished.

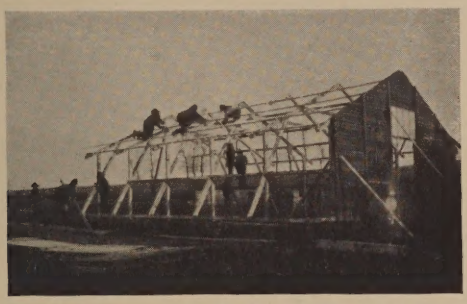
One of the first "jobs" tackled was that of a cleaning-up nature, and it is not a very easy matter to remove accumulations of dirt, rubbish, and mud from a whole village that has been without its men-folk for three years. Consequently there was plenty of work to be done in order to bring the town up to the American standard of sanitation. Roads were repaired, barn refuse removed from the streets, and many other improvements were made. A small building was made into a good cook-shack, and a bath-house was constructed. It was here that we had our first bath since leaving Southampton, and the institution of our bath proved a great success.

At first the rations were light, being the English travel-rations, which usually consisted of canned corned beef, potatoes, hardtack, cheese, and marmalades. The cheese and marmalades were very good, but the hardtack was similar to our American dogbread and so hard that it could not be eaten without soaking in coffee. After a while the Company was served good American army food in larger quantities. Huge appetites made fairly good meals seem exceedingly small, and the impression prevailed that we were being starved to death.

After completing the work around town we started on infantry drill. Drilling morning and afternoon each day soon whipped the Company back into the military shape that was shown before leaving the States. To a small number of new men, from Camp Devens, who had joined the Company a few days before sailing, infantry drill was entirely new. However, after individual instruction they were soon brought into line with the rest of the Company. Occasional hikes were taken to harden the feet and make every one the more fit for the strenuous work which was to come later on. The progress of the Company both in drills and en-

gineering work was very rapid, and great efforts were made by every one towards making the Company the best in the regiment.

Our first work of a more strictly engineering character, that of building barracks, was soon assigned to us. A detail was started on the work of constructing foundations and erecting a storehouse, details from other companies being also started on work of the same kind. "E" Company's first barrack was completely erected by the evening of the second day and ahead of the other companies by several hours. The victory was fittingly celebrated by wild cheering as a small American flag was raised to the ridge of the newly erected building. The Captain was highly pleased with "E" Company's first competitive piece of work and complimented the men on their success.



OUR FIRST JOB, BUILDING BARRACKS

## Beauchemin Detail

On November 21st the first detail of size left Rolampont under Lieutenant Bateman to construct foundations and erect barracks at Beauchemin, a small village 6.7 kilometres from Rolampont. It was a small place of a few hundred population, entirely surrounded by fertile and well-cultivated fields, which, when viewed from the neighboring hills, made a very pleasing landscape. Before the first barrack was completed the detail travelled to and from the work by trucks, but on December 6th they packed bag and baggage and moved to Beauchemin to live. The first day was spent in getting the new quarters in ship-shape order and making the new homes as comfortable as possible. The detail remained at Beauchemin until December 14th and during the stay at this place completed thirteen foundations and barracks. It was also necessary to construct quite an elaborate drainage system in which was involved the diversion of a stream which flowed through the field on which the barracks were to be built. On the 10th of December, the 117th Engineers, 42d Division, arrived at Beauchemin. They were billeted in town and were to occupy the barracks as soon as we completed them. Faverolles was

the next town invaded by our detail for the same purpose, and a very pretty little town it was, surrounded on four sides by great rolling hills. While in this town seven foundations were constructed and four barracks completed, the remainder of the work being left to be finished by the 117th Engineers.

### Langres Detail

The detail for Langres, November 23d, under Sergeant First Class Payson, was joined by Master Engineer Fowle at the Rolampont square after loading on the trucks the tools necessary for barrack construction. At Langres, billeted in the Caserne Carteret, a former French barrack of four stories with a large courtyard including a mess-kitchen, situated behind the Cathedral and overlooking the valley to the southeast, the detail was as content as could be.

The whole detail was composed of eighteen men from "E" Company, ten men from "F" Company, and two corporals from "D" Company,—Pendelton and Shepherd. Captain Cross of "F" Company was in charge, with Corporal Nead of "D" Company as his assistant or secretary.

The work was to erect both small-size Avincourt or Swiss barracks and Adrian barracks in very scattered places and at some distance from the city for the proposed Army Engineer and Candidates' School. Work started immediately by clearing the Langres freight-yard, which was then completely filled with barrack sections and many cars to be unloaded, with others coming each day. A dozen French camions with chauffeurs were given to the work by the French authorities, under direction of Master Engineer Fowle. A company from the 9th Infantry (Regulars) then at Langres, with our engineers in charge, loaded, unloaded, checked, assigned, and carefully packed the complete barrack sections at the "Plateau" south of the city.

Erection was soon started and proceeded rapidly. Swiss huts were put up at the proposed Infantry School, Fort Peigney, Fort de la Bonnelle, and Adrians at the Candidates' School in the Turenne courtyard. A start was made in the erection of thirty-six Adrians in a community on the "Plateau," according to the plan of Master Engineer Fowle.

Weather conditions during practically the whole period were very adverse. Severe cold, a heavy fall of snow, and rains made the work difficult; but the time spent at Langres was enjoyed by all.

### Thanksgiving

Our first Thanksgiving in France was to be a memorable occasion, so plans were made weeks ahead for the activities of the day—especially the dinner. Three committees were appointed,—one to prepare for the day

in general, one to buy necessary "eats," and the other to provide the entertainment features. It was not known at that time just what rations would be given by the Government, but when we learned that it was to include turkey, very few extras were bought. It was decided to have a dining-hall for the entire Company, so arrangements were made for the use of a large-sized room off "E" Company street that had been used by the band for their rehearsals. Difficulty was experienced in getting sufficient tables and benches, but by a few visits to surrounding towns all that were needed were procured. Mistletoe and evergreen were gathered, and the resulting decorations were very cheering and homelike.

November 29th was clear and mild, but the first cause for thankfulness was when we were allowed an additional hour's sleep, reveille being at 8.00 hrs. Nothing was on tap until 10.00 hrs., when "E" Company was to meet Headquarters Company in a football game. The field was very muddy, and the light "E" Company men were at a decided disadvantage against their heavier opponents. Despite this, the game was hard fought and was marked with many brilliant plays, Headquarters winning 6–0. Then—nothing to do until the big "feed."

The Company fell in at 13.30 hrs. and after a few moments marched to the "scene of festivities." The men remained standing until the whole Company had entered the room, when First Sergeant Buxton, as toast-master, made an appropriate little speech that immediately put everybody in good spirits. More toasts were given, songs were sung, various officers and men were given rousing cheers, not forgetting the cooks who had been up all the night before and whose efforts towards making the day a success were thoroughly appreciated by all, and everybody was put in that smiling state of anticipation that only a good dinner can satisfy. Then came the long-awaited "feed" served by our tired cooks. Roast turkey, roast geese, "stuffin'," mashed potatoes, creamed onions, and tomatoes heaped up our mess-kits until they were overflowing—and there were *beaucoup seconds*. Everybody was in excellent spirits during the meal—sang and cheered about everything, everybody, and anything, so that the room was a bedlam of happiness. After the turkey, and after many had let their belts out a few notches, they brought on mince, apple, and peach pie, figs, and either wine or coffee. We lingered over our dessert, cheered, sang, and jibed each other until four o'clock, when the entertainment started. The tables were removed, and a rough platform was erected for the performers. The talent all came from the Company, and included story-tellers, whistlers, songsters, musicians, duets, etc. Refreshments of fresh-baked biscuits, dates and coffee were served, the gathering not breaking up until after 17.30 hours. Taps at 22.00 hrs. that night marked "the end of a perfect day."

THE CHURCH AT LEFFONDS

## Leffonds Detail

On December 5th a detachment numbering fifty-four men under Lieutenant Wallin left Rolampont in trucks for Leffonds, sixteen kilometres away, to erect barracks. The weather here was clear and cold—quite a change from the mud and slime we had been accustomed to. The inhabitants of the town were very pleasant, and seemed very happy to assist in any way, such as making pies, washing clothes, and procuring wood for our fires. The town was very close to thick woods, and it was here for the first time that some of our Company took part in the famous French sport of hunting wild boars.

The location of the site for building was high and drainage was easy. Slight cuts of not more than a foot and a half in good clean loam made it possible to progress rapidly, and the work of erecting eight barracks was completed in ten days, thereby establishing the best record for such work up to that time.

On Christmas Eve all large details were ordered to Rolampont, the two from Leffonds and Faverolles hiking in the day before, the Langres detail being transported by trucks on Christmas Day. The whole Company was again together with the exception of a few men away at Nevers.

POUGNY STREET IN DOULAINCOURT

## CHAPTER IV

CHRISTMAS DAY in Rolampont was a strange but not altogether unhappy one,—strange because reveille was extremely early for a holiday, and happy because the whole Company was once again at "home." Rolampont was the nearest thing to home we had, as one could have his own fireplace, even though it was in an old back room, or his little stove up in an attic somewhere, and he felt that they were his because of former association. Those who were billeted in haymows were welcome to the warmth of the homes of the friendly civilians, or the billets of comrades more fortunately situated. So every one was as happy as could be expected under the circumstances.

Details had been working all through the previous night in preparation for the first big move, and the work continued through the day. One can easily imagine the excitement. Everything was hustle and bustle, wagons were hurriedly loaded with all kinds of supplies and equipment, and hurried off to the station and waiting trains, motive power being furnished by husky engineers who replaced the lacking animals very satisfactorily.

At noon, the large packing-cases which had been sent from home containing our Christmas gifts were lined up in the Company street, and our presents given out—Corporal Murdy carrying off first prize with twenty-one packages. It was a sight to see him standing there, like a miniature

Santa Claus, completely laden down with his numerous remembrances, his round, ruddy face beaming with smiles, and not knowing or caring whether he could find his billet or not.

Just picture yourself in one of our billets, a back room eighteen or twenty feet square, with twenty-two men sprawled on the floor, surrounded by the contents of their Christmas packages. Candy, cakes, cookies, and goodies of all kinds and descriptions, real American sweets,—what a treat after army rations, morning, noon, and night for three months! "Here, Bud, have some real American stuff; guess that'll tickle the cockles of your heart," said a corporal to one of his squad. "Sure," and he'd pass them all around. So the day passed, with plenty of good things to eat, and thoughts of those loved ones at home who had so kindly remembered us. It would be well to say that billet life develops an ideal generosity and a spirit of good-fellowship hard to duplicate, for here you learn to know men as you never did before.

The following afternoon at 15.00 hrs. found us loaded into second-class coaches, with three days' rations and full equipment, bound for nobody knew where except the engineer—and he wasn't telling. Two hours of riding carried us to the town of Gudmont, where after numerous side-trackings we remained stalled for the night. And some night it was to be, although we didn't know it at the time. The hours dragged on and on, and still no signs of moving. Midnight brought no relief, the weather was bitter cold, snow covered the ground, and the men huddled together in cramped positions, seeking warmth from each other.

At last dawn came, and one by one the men emerged stiffly from the cars in search of a cup of hot coffee. Some ventured up into the town, hoping to find something hot, while others were fortunate in locating the back door of a near-by café, where they managed to get a sandwich and a cup of coffee, but the majority had to content themselves with cold corned "willy" and hardtack. Needless to say, we fought an awful battle at Gudmont—6 below zero, and seventeen hours at a standstill. Seventeen hours was a short time compared with all the long, disagreeable hours we have since experienced, but the mention of Gudmont to an "E" Company man will invariably give rise to a noticeable shudder, and the absolute agreement that it was one awful night.

Doulaincourt proved to be our destination, and a pleasant town it seemed to be, looking very good to us after spending twenty-two hours on the train, covering a distance of thirty-six miles. A day and a half were consumed in unloading supplies. Here we had our first glimpse of the formidable-looking steel helmet which we were soon to wear. Up to Christmas the weather had been mild, and we had begun to wonder whether or not snow ever fell in France, and whether the thermometer ever registered zero, but after our night at Gudmont we didn't wonder any more. Many

were taken sick, extreme colds and fever prevailed, and the thermometer hovered around 2 below.

Sunday, December 30th, was a happy day, as Captain Brush returned to us after thirty-eight days of engineering at the Gondrecourt School. Every one was mighty glad to see him, and feel his lovable and dignified presence once more among us. The whole Company manifested their enthusiasm in rousing cheers. Running a close second to the Captain was our delayed Christmas dinner, and not much of an imagination is necessary to realize just how much a soldier enjoys anything out of the ordinary line of army mess.

A barracks detail under Sergeant First Class Brodil started work on Monday morning, and the following day the Company was again separated. A detail of one hundred and fifty men celebrated New Year's Day by marching to Roches, with Lieutenant Bateman in charge. The work in Roches was grading, and snow covered the location, necessitating the removal of same before work could be started. Old winter was upon us in earnest, and colds and coughs multiplied, twenty-four men being sent to hospitals in eight days. We had ten grades to do, and it was slow, painful work, with the ground frozen solid, the thermometer 6 below zero, and the wind blowing a gale all the time.

On Saturday morning, January 5th, the first cloud that overshadowed the Company appeared in the unexpected and sudden death of Chauncey D. Bryant. He had been well and strong the day before, and working hard, as was his accustomed way. The news spread rapidly through the town and to Doulaincourt, causing great sorrow throughout the entire Company. It was our first death, and a sad blow to all, as Bryant had been one of our most thorough and conscientious men, with a reputation for honesty of purpose and earnest effort unsurpassed in the Company. Early in the afternoon, Colonel Bunnell, Major Nielsen, and Captain Brush arrived from Doulaincourt. The entire detail was formed and stood at salute, as a parting tribute, while the body of our beloved comrade was borne away.

It is sometimes easier to go than to stay, and so it seemed in our case, for troubles grew more numerous instead of lessening. Lawson was sent away to the hospital with meningitis, and many men were placed under quarantine. Some billets were changed, and sick men watched closely by Major Nielsen, who made several trips to and from Doulaincourt for the express purpose of personally examining the sick ones.

About this time the advantages of war-risk insurance were brought to the attention of the Company, and practically all took out policies, ranging from $5,000 to $10,000. Corporal Crosby came to Roches from Doulaincourt to do the necessary clerical work, which took place in the Bailey Château, a costly and beautiful edifice. French towns with few exceptions have at least one millionaire's residence, probably an old

European custom handed down from the old feudal system of the Middle Ages, where one lord or baron with his vassals and serfs formed a township.

From Roches we went to Chantraines, part of the way on train and part on foot, and the footway is by far more worthy of mention, because a certain driving snow-storm and a certain wrong road necessitated an extra march of five kilometres, much to the disgust of the men. Several days here brought good weather. The billets were good, thirty of the one hundred and twenty-six men living in a large château, and many others having private rooms among the inhabitants of the town, who were pleasant, and more obliging than in Roches. If the French like you, they will do almost anything for you, and so it was in Chantraines. The French people trusted the Americans, and we did them, developing a very cordial relationship. Eggs and "frites" were numerous and much enjoyed by every one, as well as milk, which was plentiful—quite a change from the cold and cheerless town of Roches.

Nine platforms were made at two different locations, just outside the town proper, and completed in a short time, the Company having gained great efficiency in this gentle art. One incident of our stay in Chantraines was the hurried removal of nineteen men in the middle of the night of January 11th to the Neufchâteau Hospital by ambulance. They had shown symptoms of meningitis upon examination by a medical officer, and the safety of the Company as well as their own depended upon quick attention. Some of these men came back after a short stay, others were away for many months, and a few never came back, ultimately being transferred to other outfits.

A most interesting phase of our life here was the nightly gatherings in the Château for the purpose of social amusement and earnest debate. We talked of literature, art, and music, although war, the all-absorbing topic, provided the wider range for enthusiastic argument. The men lounged in easy-chairs before a rousing fire and enjoyed the real comforts of home. Lieutenant Wallin, who had been to the front, gave us many interesting talks on conditions and modes of life, and enlightened us to some degree upon the mysteries of that unknown region.

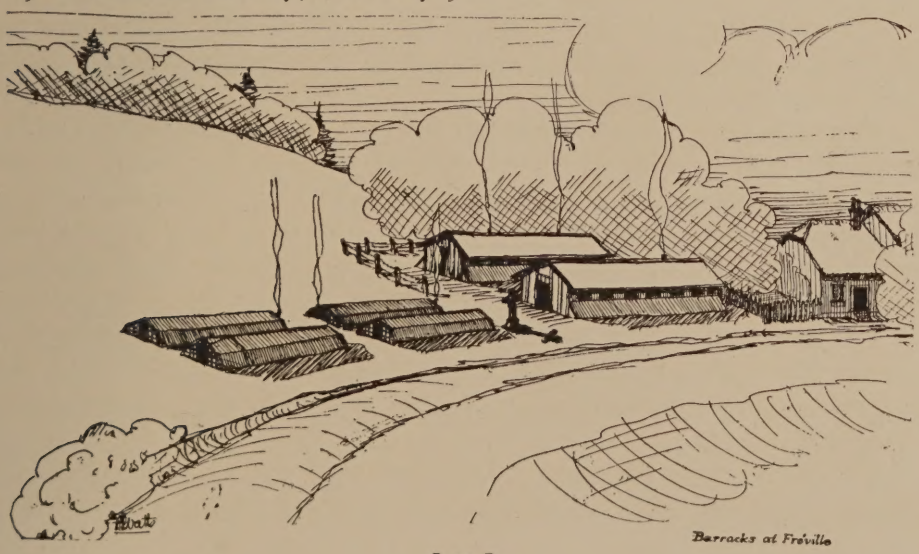
On the 23d of January this detail moved to Liffol-le-Grand, joining the remainder of the Company at Rimaucourt en route. Liffol-le-Grand was the headquarters of the 103d Infantry, quite a large town, with plenty of level fields all around, which were used in learning the intricacies of modern warfare. We were quartered in barracks in Fréville, a short way from Liffol, and commenced intensive training which at once proved very strenuous.

It soon became evident that we were actually going to the Front. Gas-masks and steel helmets were added to our equipment, a test of gas-masks

taking place in an air-tight chamber filled with "tear" gas. Infantry tactics were hurriedly but carefully instilled, target practice and extended order progressed rapidly, and the whole Company enthused daily in the thought that we were soon to take our place in line with England and France *et als.* against a common foe.

Two impressive church ceremonies were held,—one in Fréville on Sunday, January 27th, and the other on February 3d in Bazoille-sur-Meuse, where Companies "B" and "C" had been stationed since arrival in France, occupied in erecting hospital barracks. The Chaplain likened us to soldiers of Saint Paul, outlining principles of right and justice and asking for loyalty and *esprit de corps* throughout the regiment. The Colonel backed him up a little later with emphasis and told the regiment point blank what he expected them to do. Even General Edwards favored us with his presence a few days later, making a favorable impression in a short speech, saying that all should be loyal and that "guts" would win the war—a very blunt but earnest way of putting it.

It was not any great surprise when word was received on the morning of February 8th to "get ready," and get ready we did, proceeding to the station at Liffol-le-Grand in company with the following articles: pack containing two blankets, blue denims, bed-sack, underwear, socks, raincoat, extra pair of shoes, two days' rations, forty-five rounds of ammunition, toilet-kit, tobacco, rubber boots, gas-masks, helmet, and many other articles, the whole thing weighing about seventy-five pounds. We piled into box cars and rode for eighteen hours, thirty-six men to a car, our first introduction to travelling in "side-door Pullmans," each of which bears the legend, "*Hommes..40, Chevaux (en long)..8*," finally arriving in Soissons at 9.00 hrs. on Saturday, February 9th.



Barracks at Fréville

TYPICALLY GERMAN. ORCHARD LAID FLAT BY THE BOCHES NEAR SORNY

MONKEY HILL IN THE CHEMIN-DES-DAMES SECTOR

## CHAPTER V

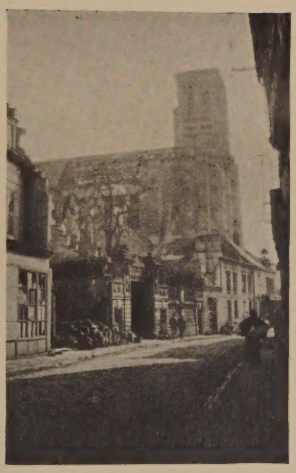
IN the early morning of February 9th our train pulled into the station-yard at Soissons and we had our first look at shell-riddled buildings. The outfit detrained immediately and we were shortly gazing on scenes of desolation which only war can create. Systems of trenches covered the hill facing the station, and the protecting barbed wire was very noticeable. The station itself had many jagged shell-holes through its slate roof, part of which was entirely gone, exposing the bare rafters and beams. Our march through Soissons to the North was soon under way, and the partial destruction of the city was apparent on every hand. Some buildings were without roofs; others had whole corners taken off so that the interior of papered rooms was visible, and were roughly boarded from within to keep out the weather; still others had great holes torn in the walls from direct hits.

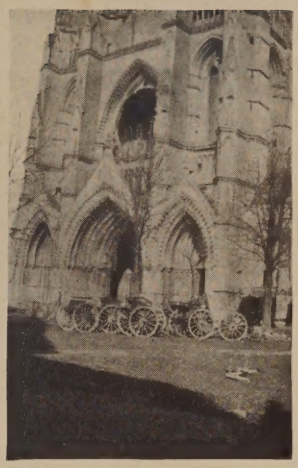
The samples of work of the Boche were portrayed to us, and here we first realized, through the actual seeing of it, what had been going on for nearly four years in Europe.

The city seemed semi-inhabited, but many shops were open along the main street, showing quite well-stocked windows for display of merchandise, in large part of a military nature. The huge cathedral with its beautiful twin towers, a wonderful piece of architecture, had evidently been used as a target by the Boche gunners, as practically the whole roof had been torn off, and great piles of masonry, plaster, and other débris were gathered both outside and inside the stately walls. We crossed the Aisne over the heavy steel bridge that had been constructed on the site of the stone one which had been blown up by the French to stop the advance of the Germans in 1914.

The outskirts to the north of the city were passed, and we noticed how much worse was the damage here than in the city itself. All had been

completely razed by the sweep of the shells. Trenches ran everywhere, following as nearly as possible the course of the river. They ran through what once had been pretty gardens, behind walls, through cellars of levelled houses — everywhere. Masses of barbed wire, chevaux-de-frise, and other like obstacles were pitched to one side to allow free passage of the road.





THE CATHEDRAL AT SOISSONS

Then began our long hike up the hill, staggering under the weight of exceptionally heavy packs, carrying, in addition to our regular load, rubber boots, which were slung over our packs, hanging down either side, filled in most cases with treasured contents of Christmas packages recently received from home. The men quickly tired under the abnormally heavy loads and soon were strung out over the road all the way back to Soissons. Cuffies, which had been a town of fair size, prettily located among the hills, was reached, and more of the fiendish work of the Germans was evident. Mines had been planted in many houses, and whole buildings had been lifted from the ground and scattered to the four winds. Whatever the Germans had left intact was destroyed by the French in their attempt to drive the Hun out by shell-fire. The country had been adapted to fruit-growing, and an almost heathenish display of German atrocity was shown in the ruthless manner in which whole orchards had been destroyed, the trees either standing girdled, their dead branches leafless, or completely felled, sawed off at the ground.

Glad we were indeed to reach our camp for a rest, and a meal of hard-tack and "willy." Many immediately washed at a stream flowing beside the road, while others availed themselves of the opportunity to see more of famous Soissons.

The following afternoon we shouldered our packs — now considerably lighter, our rubber boots having been gathered together and sent by one of the wagons—and started back down the hill to the main road, north from the city, to our new scene of activity, the town of Sorny. We all quite enjoyed, behind Captain Brush, one of the best-regulated hikes we ever took, and did not mind the long tramp over the shell-torn roads

even though there was mud and water a-plenty. We felt our first thrill of excitement when we saw a flare for the first time. It went up and up like a skyrocket, and very near us it seemed, then burst into a brilliant white light. It floated down and down and then darkness again. Our billeting-places were quickly assigned in large caves, one of which alone was large enough to easily hold two platoons. We were happy to find awaiting us rough cots for our disposition, and made just the best use of them, as only a tired soldier can.

Next morning when we emerged from our caves and looked around for our "town" we saw about what we expected—nothing but ruins—heaps of stone and partially standing walls. The site was a pretty one overlooking a deep ravine. Our line of balloons stretched away to the right, bending a trifle to the rear just behind where we were, then off to the left, giving us an idea of the direction of the lines.

Work details were placed about the camp to make the place more habitable, and a large detachment was promptly despatched to get the main roads into a more nearly passable condition. Plenty of work was at hand in the development of the camp itself. A Company office was constructed in the angle of two partly demolished walls; a splinter-proof kitchen erected for our cooks; a supply-room; and also a mess-room for the officers. A bath-house with a huge tank salvaged from the ruins, made water-tight for our water supply and set up near it, was one of our conveniences. The tank was a huge iron-plate affair set into a high bank and could be filled by syphoning from the water wagon. This tank also supplied water for all camp purposes. We had carried through with us the

TREES GIRDLED BY THE BOCHE

two heavy iron kettles used in the bath at Rolampont. Building material was salvaged, and firepot built to be fed from the outside. The water supply for the kettles was brought from the tank through a length of hose and the waste carried into deep dry-drains dug on the outside.

COMPANY OFFICE AT SORNY, CHEMIN DES DAMES

Captain Brush remained in command of the Company for only a short period after we got settled in Sorny, being relieved to take command of Company "F," then without a captain, and Lieutenant Mattson assumed command of Company "E."

Our principal work in this sector was road construction and trench-work. A new road to the engineer dump in the direction of the Front was laid, the bulk of the stone being quarried by ourselves, and a length of communication trench, named the "Bayou des Singes," of more than four kilometres, leading to the famous Mont des Singes, was repaired and deepened, as the sides had caved in, due to heavy rains.

The road-work continued very satisfactorily, and, after the task system was adopted in the trench-work, great progress was made there. A tunnel under the Juvigny-Vauxaillon Road was constructed, its approaches being well revetted. We also laid duckboards the entire length of the trench. Towards the completion of the work, through the heavily shelled area over "Monkey Hill," everything from "duds" and equipment of all kinds to dead Germans was unearthed. While our trench was being redug, the French engineers were busy excavating the partly demolished railroad tunnel of the main Paris-to-Berlin line.

ENTRANCE TO DUGOUT AT SORNY

In our daily reports to the French Army Corps (we worked in conjunction with the French and under their direction in this sector) it was necessary to show the amount of trench and road work completed each day. A small-scale plan was made showing the work, which was measured every day and thus recorded.

The trench-work took rapid strides towards completion, and we found ourselves constantly working closer to the greater activities of the front-line. Men at work in the trenches were shelled and got their first whiff

of gas, as the work was carried on under good Boche observation from his balloons.

The Front, during practically the whole time we were in the sector, showed comparatively little activity, but shows of a varied nature were not infrequent. Two days after arriving in Sorny we saw, at noonday, a Boche plane shoot down from the clouds, drop his incendiary bombs upon a balloon, make a vain attempt to "get" the observer in his descending parachute, and, as the great bag burst into flames, with the air full of bursting anti-aircraft shells, make his way back safely to the Boche line, flying quite low.

Repeated attempts were made to destroy an observation balloon in the rear of our town with long-range shrapnel, and, proving unsuccessful, a plane tried it one evening, coming "from the sun" in the rear of our own lines. The aviator succeeded in forcing the balloonists down, but was driven off by machine-guns and "Archies," the observers landing near one of our details. Air fights, too, were plentiful. One in particular, making a lasting impression upon all who saw it, was the execution of the "falling leaf" by the Boche, followed in long plunges by his French adversary, finally straightening out and shooting away, flying very low to safety. At night, many times, perhaps on raids on Paris or Soissons, large numbers of German planes flew overhead, bringing into action many powerful searchlights whose long rays, crossed and recrossed, pierced the night. The flashes of bursting shells dotted the sky as the anti-aircraft guns placed their barrage. Tracer bullets also added to the illumination.

We were not without our recreation either, as in the valley below, unobserved, we had ball-games, both with other outfits and among ourselves. The non-coms made repeated attempts, but never succeeded in putting over a win on the privates, always finishing with the short end. Soccer football was played with the French, resulting in a tie score, 2–2.

WHO SAID HERPICIDE? "GOING, GOING, GONE"

"Mr. Barber," the Y. M. C. A. man, came to town and brought with him a considerable supply of eatables. He took great interest in the Company and men, and at least during the time he served us we "laid off" panning the Y. M. C. A., as we were indeed fortunate in having him with us.

Towards the end of our stay in Sorny the Front began to show increased signs of activity, and rumor had it that the Germans were preparing an advance through the sector. That "Joe" was right this time was

proven when in the early morning of March 21st, as the French artillery and infantry flowed in, we moved out amid an ever-increasing and intense German gun-fire, having finished our first tour of duty at the Front.

Excellent weather was ours as we marched along into Soissons in the early morning, the boom of the German guns all along the lines echoing at our heels, the sound following us all the way into the city. Bunks were assigned us in the old Abbey of St. Jean-de-Vignes there, two of whose aged spires had remained as yet intact. During the day we explored the city while shells screamed overhead in the efforts of the Germans to locate the railroad station and the bridge over the Aisne.

OUR TWO NEW FRIENDS, BRITISH AND FRENCH GAS MASKS

In the early evening the *alerte* was sounded and all were ordered underground into a great electrically lighted *cave* beneath the Abbey which was large enough to hold a thousand persons. There we remained until 23.00 hrs. with French soldiers and civilians, including many women and children, while above us the shells burst, and great searchlights shot their rays into the night as a fleet of planes passed over the city to raid Paris.

On account of the heavy shelling of the Soissons station, on the following morning we left for Amblenay-Fontenoy, some nine kilometres distant, to entrain for our rest (?) area. On Sunday, the 24th, we left the train at Brienne-le-Château, unloaded the baggage, hiked six kilometres to Crespy, and were billeted there at 3.30 hrs. the following morning, our first stretch of the march to our rest (?) camp completed. In the hikes of the following days not a man fell out of the line, and the showing of the Company was such as to win commendation from Major Chase after a hike of twenty kilometres to Colombey-les-Deux-Eglises. As the Company passed him on entering the town he was good-naturedly hailed through the use of one of the Company's pet phrases then much in vogue. He took it as only Major Chase could, and shook as he enjoyed a hearty laugh. Due to a sudden change of marching orders after all were well situated for the night, a call for volunteers to make a forced march to our destination on the following

day was issued, those unable to make it to be transported by trucks. It was with difficulty that enough men for the capacities of the trucks were picked, as all wished to continue the march with the Company. But those "unfortunates" rolled their packs and left Colombey, arriving at Humberville at midnight of the 26th, the rest of the Company reaching there the following day, having been similarly transported much of the remaining distance. Here we were joined by our First Sergeant Buxton, back from the Engineer School at Gondrecourt, and we were indeed glad to see him again; also many who had been evacuated sick to hospitals returned to us here.

## CHAPTER VI

OUR rest at Humberville was destined to be short-lived, for we had hardly become accustomed to our new surroundings, making ourselves comfortable, aided greatly by being given access to our barrack-bags, when we were, on the second day of our "rest," ordered to pack our bags again and be prepared to move. The following day the whole regiment was moved over the road by French camions through Neufchâteau to the Toul sector, and "E" Company, with its usual luck, this time due to a mistake of some Frenchman, was dropped in the town of Vignot, there to remain for the night and march the next day (Easter Sunday) to Gironville, the town in which we were supposed to have been placed originally.

Of all the small towns in the sector north of Toul, Gironville was perhaps the most ideally situated. It nestled cosily under the imposing height upon which was situated the Fort of Gironville, whose system of tunnels undermined the whole hill. Cosy, and safe as well, might the town be termed, for, in spite of the fact that it overlooked the whole valley towards Metz and was in full view of the Boche lines, it was never fired upon while we were there, nor, according to the townsfolk, during the two years previous to that time. From the heights of the Fort the view of the whole surrounding country was splendid, and on a clear day, with artillery action upon the Germans, the whole exhibition could be seen, from the firing of the guns to the bursting of the shells in the Boche territory. Also, upon the sight of an enemy plane over our lines, it was interesting to watch the anti-aircraft guns spit their souvenirs of Uncle Sam at the Boche birdman. If he had ventured over a little too far, there were usually plenty of them a little too close for his comfort, sending him scurrying back to Bocheland

MONT SEC FROM GIRONVILLE

to try it again later. Gironville will always be remembered by the men of "E" Company as being exceptionally pretty, for, besides its superb location, spring was bursting every bud and blossom to full bloom. A thick carpet of grass covered the hillside and small plots in town, all fruit-trees were heavily laden with beautiful blossoms, and plant life of all kinds grew rapidly as the season was ushered in by the ever-increasing heat of the sun.

The dugouts and *abris* in Gironville were probably in a worse condition than those in any town in which we had ever been, and our first work was to replace rotten timbers, and pump out the water which stood deep in all of them. Much decay from age in the supports rendered a very small factor of safety to the whole, and they were, as we found them, practically useless. Very soon after we came to the town, Lieutenant Wallin, Sergeant Cleaves, and Corporal Denner were detailed upon very important work, which was considered a large part of the biggest work yet undertaken by the Americans. Because of the nearly complete destruction of the trenches by our artillery before the advance upon them by the 104th, relocation was necessary. This work was personally directed by Lieutenant-Colonel Crecilius with Major Chase and the three men from "E" Company mentioned above. Strict secrecy was maintained, and through the rain and darkness the work continued, eight hundred infantry men from the 104th doing the digging under the direction of the Engineers. A large detail from "F" Company of our own regiment took an important part in the work and were given the most difficult positions to consolidate. Quiet prevailed during the first part of the work, but near the completion, after the Germans had located the work being done, they opened up on the working party one night with a severe barrage of trench mortars and machine-guns. Fortunately no casualties were suffered, and at the close of the bombardment work was resumed.

Word came to us on April 9th of the death of Edward R. Wilson of "C" Company, a man well known to all, having been one of our original Company in Boston and only a short time before transferred to "C." He was standing in the doorway of his dugout and was instantly killed by the explosion of a shell.

The work in which the majority of the Company were engaged was that of stringing wire defences in front of our second and third lines of resistance. The work was organized under Lieutenant Foley, and, by apply-

ing the "task" or time-work method, rapid progress was made. That finished, work was commenced on erecting barracks to house artillery in woods off the Vignot-Gironville road about two kilometres distant. Three barracks were to be erected, and because of airplane observation, it was desired to complete one in a day and to camouflage it properly. Beginning with the first, which was erected much quicker than any had been up to that time, the time of erection was rapidly cut to a minimum. The second was finished with the wide margin of two and a half hours over the first, while the third was completed in four hours—the best time by one hour. From Gironville also a detail, consisting of Sergeant Campbell, Sergeant Hurter, and Corporals Langworthy and Martin, was sent to the 52d C. A. C. at Boncourt, for supervision of the construction of deep shelters and gun-emplacements.

"AFTER CHURCH," GIRONVILLE, APRIL, 1918

Our stay at Gironville was not without its entertainment features, as we were very fortunate in having a "theatre" in town where several entertainments by the Company were given. The regiment of French infantry that had occupied the town before we relieved them had constructed a regulation stage in an unusually large barn. A brilliant red curtain that could be rolled up served as the "asbestos," and numerous hand-painted forms were the back drops and side wings.

Perhaps our first show was the biggest success, and it was attended by about everybody in town, civilians included. A piano that served its purpose, even though it was rather "canny," was secured from a near-by house, and several candles made ideal footlights.

The performance started at 19.00 hrs. with an appropriate speech by Lieutenant Foley, then followed in rapid succession numerous vaudeville acts, monologue artists, singers, musicians, etc., which delighted and amused the audience for almost three hours. Every one of the performers made a decided hit, but perhaps the most interesting sketch was given when "Nigger" Stuart, of oratorical fame, was called upon to tell "Why We Are Going Home." It happened that about this time an unfounded but very persistent rumor had been gathering strength to the effect that our division was immediately going home. It is curious, but every unit in the division had heard the rumor, and countless homesick boys prayed and hoped that it might be true. It was the one topic of conversation everywhere, and "Nigger" made a decided hit with his many "straight

Joes." Coffee and doughnuts were served as refreshments, and when the gathering broke up at 22.00 hrs. the evening was voted a grand success by every one.

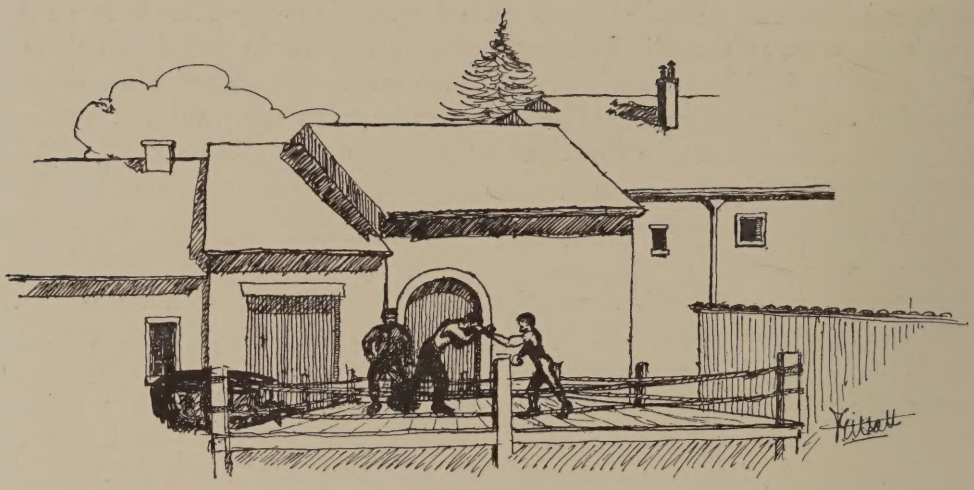
Upon our first taking over the sector, the 104th Regiment of Infantry, then in the lines in front of us, immediately started a rumpus with Fritz. As to just how it started is yet a matter of conjecture among the doughboys. They all have their version of it, but the story was that following an exchange of words there was an exchange of hand grenades between "Fritzie" and the mischievous "Hundred and Fourth," resulting in quite a scrap. Trenches were taken and lost and finally taken again and held, the whole operation taking place in a particularly mean part of the sector. But the doughboys made a clean-up, driving the Germans from a strong position, and brought the 104th Regiment of the United States Infantry into prominence with big headlines. It would be well here to state that "E" Company has invariably been associated in the lines with the "Croix de Guerre" regiment, one of the best in the A. E. F.

On a particular night we all well remember, due to the report of a massing of German shock troops directly opposite us for attack, we were aroused from our sleep and initiated in the feelings associated with "standing-to." We were formed in the street and held in readiness in shelters bordering the street until the expected hour had passed with no development of an attack, when we were permitted to lie down in our bunks but not undress. Later during our career in the lines we often had to "stand-to," but it came then quite as a matter of course, not with the great feeling of actually coming into conflict with the enemy, perhaps at close quarters, and not knowing how competent we were.

Our work in mapping and sketching was here better organized and much was accomplished. A survey of the divisional sector showing supply-dumps and existing shelters for the men was made. Also, a plan of the town was drawn from an old plan given us by the French town major. Cross-sections of a quarry near Fort Gironville, of a proposed Regimental P. C., and later, after the location had been changed, another with an estimate for the building of a road to this new site were made for the Major. It was while on one of these survey parties that O'Neil made the first capture to be credited to the Company. The detail was working on a very rainy day, and O'Neil had been sent ahead to a quarry where he could get dry and start a fire for dinner. Unexpectedly he saw two figures near, both wearing French overcoats, one of them wearing the cap of a Hun. These two men acted suspiciously and hurried off in another direction. O'Neil, thinking quickly, went back to notify the rest of the detail, and two men were sent out to head off these suspected men from the woods at the rear. Then he went to notify the Fort, from which a patrol of dough-

boys was sent out, and leaving the patrol started for the camp where the Engineers were stationed. Before proceeding very far he heard two shots, and was surprised to see the two suspected men. He started after them, catching one in the wire entanglements. The other was captured by the doughboys. These two with three others were recovered out of seven escaped Boche prisoners.

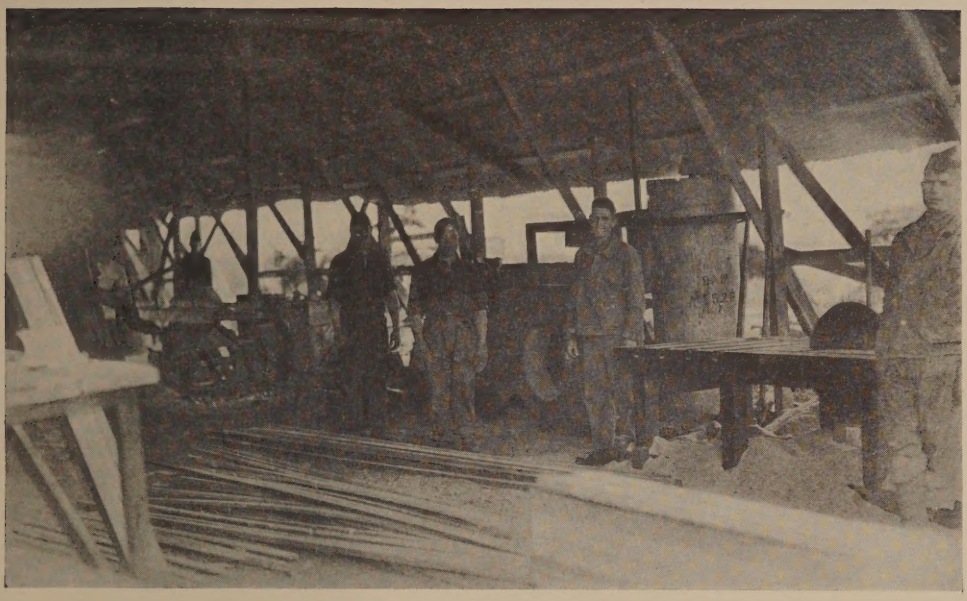
LOOKING TOWARDS BOIS BRÛLÉ, APREMONT



## CHAPTER VII

ON May 7th the Company was split into two sections, the first consisting of the first and fourth platoons and the second of the second and third. The first left Gironville immediately for Sanzey, a small town a few kilometres distant, under charge of Lieutenant Wallin. There they were billeted and at once took up work at the Army Corps dump at Leonval, a small railroad junction about two kilometres from Sanzey. Two other officers, Lieutenants McMillan and Eckstein, both of whom had been recently assigned to the Company, accompanied this section. The day following, the remainder of the Company moved to Menil-la-Tour, about four kilometres from Sanzey, there to begin work of the same nature in a dump in that town.

At Leonval the toughest proposition was encountered, as, in addition to the day's work of loading and unloading, the location of the dump had to be changed. The nature of the work of both details, however, was practically the same, as both dumps were situated at rail-heads, the standard-gauge railroad delivering the materials, which were unloaded, sorted in a large yard space, then, as ordered, despatched on a smaller-gauge train to the different rendezvous of the outfits desiring them for use in the lines. Everything necessary to construction work of any sort for front-line defence was there carried in stock, including barbed wire and pickets of all kinds, huge "elephant shelters," great sheet-iron forms for dugouts, duckboards, cement, concrete "bursters"—blocks of concrete placed side by side and in layers for overhead protection to dugouts — water-pumps of all sizes; rope, sandbags, small gas-engines; and at Menil-la-Tour the large hardware storehouse contained all kinds of tools, electrical supplies, and



THE SAW-MILL AT MENIL-LA-TOUR

smaller hardware of every description. In addition to the handling of material, the detail at Menil-la-Tour operated a small saw-mill, the work in which consisted of the making of rough frames as ordered, the converting of the "scraps" from the large mill adjoining into duckboards, and filling of orders calling for lumber of a dimension not in stock. Also, a detail was assigned work in this larger mill, assisting the French mill-men in the sawing of huge logs into rough boarding and heavy supports used in underground galleries.

Inventories of materials were made from time to time, and effort was made to keep the yards clean and well-policed. Each lot of material had its place, and orders were easily and quickly filled.

Because of excellent sanitary conditions about the Company barracks at Menil-la-Tour, special compliment was given by corps inspectors, while general improvements were made all about the camp. Thanks to the efforts of our Stable Sergeant Richardson and Corporal Guild, we had one of the best baseball diamonds in France, an unused field having been ploughed and rolled, and we enjoyed seeing some good games played there. Here, at Menil-la-Tour, as at no other place we had been, great efforts had been made to further good entertainment. A ring had been erected very near our barracks, and many an evening's entertainment was afforded by good boxing-matches. Use of it was also made by singers, comedians, and "doughboy fun-artists," all of whom did their best to furnish a

laugh, and even Elsie Janis graced the same ring with some real "home dancing."

To have had a birthday and not celebrated would have been out of the question, so when that event arrived, and "E" Company reached its "one-year-old" mark, the occasion was fittingly taken into consideration, and the day's sport will long be remembered. The whole was staged in Menil-la-Tour, the men from Leonval arriving early in the afternoon, and starting the ball rolling immediately.

The fun began with a ball-game between the two sections, resulting in a win for the Menil-la-Tour "bunch." This was followed by a tug-o'-war, and by winning, the Leonvals "squared" themselves, and all then sat down to "some feed." In the evening the best entertainment ever staged by the Company's talent was held, and attended by many of the battalion officers. These included our former Battalion Commander Maj. Porter B. Chase, the Grand Old Man, and, as he expressed it, "Father" of the Second Battalion, and our new Major Greenway. Both made speeches after short and appropriate introductions by Lieutenant Mattson, who acted as toastmaster for the evening. Our new Company Commander, Capt. John E. Langley, also gave a short talk and was well received.

The good time following was greatly livened by Sergeant Priestley's masterful interpretation of Irish, Italian, and Jewish wit, and his appropriate slams at every one in the Company. Much clamoring for a song by Sergeant Bent earned for us "Mother Machree," and the reticent "Dottie" was called upon for further encores. "Scotty" Niven furnished his usual Highland songs, and outdid himself in his jokes, and McNally in a "regular" costume performed a clever "Hula-Hula." The "classic" of Tom McGlone, "Scarlet-Fever Jane," by then quite familiar to all, was sung by Tom himself. Our sport did not end until long after taps, and the departure of the Leonval men was delayed even later, as the German planes were bombing near by.

On May 30th, ten men from "E" Company, included in a detachment of engineers from the regiment numbering some twenty-seven men, took an important part in a raid into the Boche lines on a five-hundred-yard front to the left of the town of Seicheprey. The operation was the first of its kind to be carried out under American supervision, and was protected by the great "Million-Dollar" barrage. Much preparation was made, daily drills in the entire proceeding being carried out at Royaumeix upon similar grounds and under the conditions expected to be encountered. Tools and explosives were carefully prepared, and on the night of the 30th, the whole force, consisting of four main details of seventy-five infantry men and six engineers each, proceeded into the lines. Each detail carried a forty-foot tube of explosive, to be used to blow up the wire ahead of them,

proceeding through Seicheprey and beyond our own wire into No Man's Land. Because of the length of the tubes, it was impossible to carry them through the trenches, so the tube-carriers were obliged to walk across the top.

COOTIE BATHS AT LEONVAL

The starting-point in front of the enemy wire was reached at 2.25 hrs., and on the minute exactly at 2.30 hrs. the great box-barrage opened up which was to protect the men at their work. It played a screen of fire upon the Hun first-line trenches for two minutes, then as it lifted to the enemy's second-line, the wire was blown and four large gaps opened, through which the doughboys sifted to follow the barrage ahead of them. The German second-line positions received a bitter dose of steel and iron lasting six minutes, then the third and support were given like treatment by our artillery. The engineers led the infantry through the great gaps in the wire which they had blown, to the second-line, carrying explosives to demolish any obstacles which might be encountered, and there finished their work.

AMERICANS AND ITALIANS LOADING CARS AT THE DUMP, MENIL-LA-TOUR

Many casualties resulted from the raid, largely from gas, and our engineers received their full share of them. Corporal Foley was seriously gassed, and other men left the Company later for hospital treatment, suffering the same trouble. The object had been to procure information and prisoners, to destroy enemy dugouts, as many fine ones were supposed to exist there, and then retire. A bonus was offered for prisoners taken, and one lone boy, hardly eighteen years old, was captured, soon to be appropriately dubbed "the Million-Dollar Kid."

Work had become monotonous at the dumps. All was hard labor, with little variety of work, so that when word came that we would relieve "A" Company of our regiment in the town of Beaumont, farther into the lines, prospects of activity were gladdening to all. After a hard day's work, the men from Leonval hiked to the town, while their more fortunate comrades, through the favor of the 23d Railway Engineers,

who occupied a barrack adjoining theirs in Menil-la-Tour, rode to Mandres aboard the small train which delivered supplies to that town. From Mandres the march was made across the fields in single file, with long intervals between men, into Beaumont, passing "A" Company as they filed out.

REPAIRING NARROW GAUGE, LEONVAL

## CHAPTER VIII

BEAUMONT was at the top of a gradual slope towards the Boche lines and overlooked the whole valley, following the giant ridges running from hill country in the west and stretching away to our right towards Metz across the plain. Mont Sec, that great bulwark of the Boche in this sector, with the little town of the same name nestling on its side, towered menacingly above Beaumont across the meadowland. In the earlier stages of the war, Mont Sec had been assaulted without success by the French six or seven times with severe losses, and now it seemed to look down on Beaumont with a dull foreboding of inimical strength and power. Nevertheless, we walked the streets bordered with shattered buildings and road camouflage, used the long communication trenches "Potomac" and "Seicheprey" daily and by night, forgetting at times the wonderful observation the Germans had of our activities from its summit.

Beaumont boasted no intact buildings, and the lower end was nearly levelled by shell-fire. The attractive church, which must at one time have been a rather imposing little edifice, very prettily situated fronting the valley, with quite an elaborate interior, was completely destroyed. Its tower was the highest portion remaining, and the top of that was completely shot off. In all probability the Boche had levelled it, because it might have been used as a good observation-point for the occupants of the town. The building put to greatest use was the large château at one end of the village which held our Company office and several splinter-proof shelters facing into its great courtyard where the soccer-ball was kicked about between-times when there was no shelling.

We were crowded into dugouts of fair size but with no light or ventila-

P. C. UNDER CONSTRUCTION NEAR JURY WOODS

tion, the main object in their construction having been their safety. Tier after tier of close-set I-beams gave the greatest strength to the overhead protection, and great buttresses of building-stone were piled about the entrances facing the enemy. The greater part of the Company remained in town, while the remaining men were assigned quarters in dugouts under the road to Rambucourt leading from a deep trench running alongside, directly in front of a battery of 155's. Here living conditions were much better, as the dugouts were safer, there was less danger of drawing fire from Fritz, and a small spring at the head of the trench served excellently for drinking and washing purposes.

Shelling was plentiful at odd times. Usually Beaumont was the recipient of a few about dusk every evening, and the communication trenches all suffered at various intervals. Here we were first subjected to gas to any great extent. Night gas guards were always on duty, but no one suffered any ill effects from it. Alarms were very frequent, much of the gas coming over from Fritz mixed with his H. E., making the detection more difficult. On June 7th, Henry Miasek, who was on Sergeant Moody's detail, had the doubtful honor of being the first man of the Company wounded, getting a piece of shrapnel in the knee.

The Company took up work of many varieties. Two large dugouts thirty feet under ground with two entrances were being constructed for use as regimental and battalion P. C.'s by the infantry commanders, through solid rock,—both being worked day and night. Work on an observation post was taken up at the outside edge of the town of Seicheprey, infantry were organized on trench and wire work at night, and various details necessary to the furthering of the work were assigned, the one perhaps most deserving of mention and credit being the detail under Sergeant Moody which made the nightly trip with the wagons into Seicheprey along the main road into town,—a road regularly shelled by the Germans, —with the lumber, sandbags, and other materials for construction.

THE TRENCH NEAR THE BATTERIES AT BEAUMONT

A detail which successfully accomplished a very hazardous mission was that under Captain

COURTYARD AT BEAUMONT, JUNE, 1918

Langley consisting of Corporals Schau and Johnson. The three left Beaumont the afternoon of the 13th, with T.N.T. explosive, detonating cord, fuses, all necessary to the success of their work, for "Shrapnel Valley" where an Intelligence Officer from the 102d Infantry was met, and proceeded under his guidance to the town of Seicheprey and thence to the infantry outpost, a "doughboy" having been selected to act as guard against surprise over the party. The way was made through an abandoned trench system to its farthest extremity into No Man's Land and very close to the Boche lines. It then became a crawl on hands and knees to an old shell-hole but a few feet from the German front line which was being used by Fritz to hold a supply of six cases of "Minenwerfer" shells.

The Germans had been using a light demountable infantry cannon at night against our outpost, pulling the pieces out in the morning before daybreak. The bomb was made, shells removed from the cases and carefully piled around it, fuse attached, about twenty minutes of time being given, ignited, and the party arrived back at the outpost fully five minutes before the terrific explosion. The work had been well done.

A complete organization of the work and system of reports was inaugurated. Extensive mapping of the whole area and trench systems was perfected and the work ran smoothly with good results.

On the night of Sunday, June 9th, while the town was nearly emptied of engineers, and luckily after we had all been issued extra ammunition to

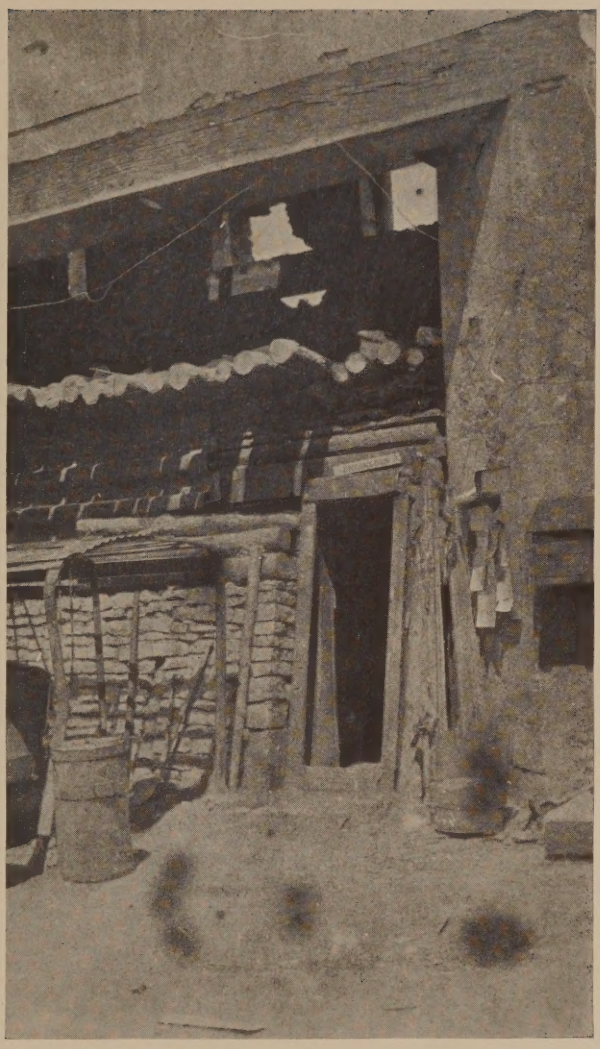
guard against a surprise attack, Fritz managed to drop a shell into our ammunition dump, a large shed containing a great amount of explosives,—everything, from cartridges to shells,—and set it afire. The blaze could be seen for miles around, and the road was blocked to all traffic for several hours. On the day following, a volunteer detail was picked to put out the still dangerously smouldering fire. Two men were wounded through the bursting of a hand grenade, and the work was stopped.

Beginning in the early morning of Sunday the 16th, Beaumont as well as all the neighboring towns and also towns well in the rear were subjected to a terrific "strafing." Through a period of four hours, shells of all calibres, mostly high explosives, but some gas, were poured into the village in a steady stream, and the bombardment continued intermittently during the whole day, giving us the worst taste of hell we had yet experienced. Standing walls and parts of buildings still standing were more completely shattered, trees wholly and partly blown down, their heavy branches strewn all over the road, automobile ambulances smashed, and one shell landing under our well-filled water-wagon demolished it and dumped it completely over. The road and its camouflage was badly torn up, and down at the artillery emplacements where the Boche successfully landed great 210's, whole dugouts built slightly above the surface of the ground and with solid reinforcement of concrete ten to fourteen feet thick were blown completely to pieces. It was a terrible day. Lasser, on guard in the courtyard of the château and standing just inside the door of the office, was killed without a scratch by the concussion of an exploding shell in the courtyard, and First Sergeant Buxton, Sergeant Moody, and Briggs all received serious wounds. Fred Watson received a wound in the abdomen which proved fatal to him. Harry Sproul, who was on detached service at regimental headquarters at Boucq, was also severely wounded when Boucq was bombarded this same morning.

SERGEANT DREGER'S SHIRT AFTER THE ENEMY'S GUNS STOPPED

The preparation of food during the day was nearly impossible, as our kitchen was in part of the château and directly exposed, and the supply became precarious owing to the impossibility of entering the town with teams. Through the efforts of Sergeant Shulver, then acting as assistant mess sergeant, a tapioca pudding with coffee and bread was served to all late in the afternoon.

Surely the day was a full one for us, and we were thankful when Fritz shifted his intentions to our back areas among the woods, in his search for some of our big guns, and a few days later, when another division's officers came to look over the positions and the town, we were thankful and pleased at the prospects of moving. On the 25th, orders came, and that night, in single file at several pace intervals, we moved from town, meeting and forming the Company in Ansauville and marching to Menil-la-Tour. On the way out, the 82d Division was passed marching into the lines. We reached Menil-la-Tour after a tough hike at a quick pace, much exhausted, and were only too willing to just flop into the hay of the barns assigned to us for billets.



COMPANY OFFICE AT BEAUMONT

HERE LASSER WAS KILLED AND SERGEANTS BUXTON AND MOODY SEVERELY WOUNDED

The next day was spent resting, and that afternoon at 15.00 hrs. we left for Choloy, where we met the regiment. This hike though not very lengthy was tough, as our feet and backs were in poor condition owing to having been engaged so long in work of another nature. Here we were assigned to very fair billets and, looking forward to a few days' rest, proceeded to make ourselves at home. It was on this night of arrival in Choloy that we underwent our first real attack from the air. Boche airplanes flew over the town and a near-by airdrome, and bombs were dropped near enough

to shake the buildings and ground. For the first time we experienced that most helpless of all helpless feelings, knowing that our only safety was in the chance of not being hit, and we all voted it, besides being a rude party, rather a hardship after a hard day's work.

AMERICAN GRAVES AT MENIL-LA-TOUR

## CHAPTER IX

CHOLOY was a pretty village situated just south of Toul in one of those vast grape-producing sections of France. To its north lay a great height with the fair-sized town of Foug clinging to its steep slope, and the view of the surrounding country which could be obtained from there was excellent. The Canal de la Marne, the connecting link of waterway between the two great river valleys of the Marne and the Moselle, ran close by the town, and bordered on either side by great poplar trees was a beautiful "promenade" for those wishing to most fully enjoy their visit to Foug.

A large munitions factory was the centre of attraction, there the barrels of the smaller calibre guns being formed and finished, with much of the labor furnished by women and girls. Bright, sunny weather made our short stay in Choloy very agreeable indeed, and we were also fortunate enough to enjoy similar weather during our trip from Pagny-sur-Meuse, where we had hiked to entrain, to La Ferté-sous-Jouarre to the east of Paris and south of the great salient with Château-Thierry at its apex. Our ride was a most beautiful one through this well-cultivated country. We wound in and out through the hills whose sides were prettily decorated with patches of cool green woods, strips of vineyards and acreage with little villages among them. These were bedecked with all the beauty nature could bestow, and seemed to beckon a welcome as we rode through.

We were taken through Noisy-le-Sec seven kilometres from Paris, perhaps the closest to that city many of us had been. As Paris had been dangerously threatened by the Germans only a short time before, nearly every house which we passed flew at least one Star-Spangled Banner, and many were quite well decorated with our own "Old Glory," which was beginning to mean nearly as much to France as to ourselves.

We detrained at La Ferté,—and a hot dusty old place it was,—where we unloaded our wagons and equipment, all with a sweat and a hustle, through the blazing sun of a real summer's day. Our work finished, the long up-hill hike through more dust was begun, to the town of Chamigny, which was found to be full, necessitating another hike, short but plenty long to hungry and tired men. Captain Langley very thoughtfully hired a Frenchman with his team to take our packs up the high hill out of the town. Our destination this time was the "Ferme la Rouge," where in neighboring woods "pup" tents were pitched after a hot meal, and a fine cool night's sleep was thoroughly enjoyed.

The next day, the 3d of July, the Company moved back to Chamigny, billets having been found for a large part of the Company, the remainder pitching "pup" tents on vacant plots of ground. The first diversion from

THE TOWN OF CHOLOY

"E" COMPANY MARCHING TO PAGNY TO ENTRAIN

the ordinary, for many, was the immediate plunge into the Marne and deliverance from dirt and dust which had accumulated during our rail-road trip and march. These daily plunges were the real attraction of the town, and, for the while at least, we were happy in being clean. Few civilians were about the place itself, most of the population having left at the time of the last advance of the Germans towards Paris, some two weeks before. All who remained carried gas-masks and were prepared to leave the town at short notice. The boom of the guns on the front was very distinct, and shells landed during the night hours in a town some five kilometres to the front which we could see quite plainly from Chamigny.

On the night of the 7th, the Second Battalion of the regiment marched about eighteen kilometres up to the lines through Montreuil and into a deep woods just outside of the town, relieving a battalion of the 2d Engineers. A path leading from the main road was followed until all were under cover of the trees, then packs were unrolled and men slept in their blankets just where they happened to be. When it is realized that all this was done in utter darkness and no light of any kind could be shown, the reader can appreciate the difficulties attending some of our night movements.

SOMEBODY'S HOME IN CHAMIGNY

The morning showed our location to be within easy observation distance of Fritz's balloons, with nothing but our camouflage of leaves for protection. Variously designed holes had been dug in the ground by those preceding us, some of which afforded fair protection from shell splinters, but most of those found were either improved upon or new ones dug during the first day after arrival. Our whole water supply was carried to us by the water-wagon from some distance to the rear, and a canteenful a day sufficed one man for all purposes unless he chose to wash in the slime and mud of a large shell-hole just outside the edge of the wood. Work was immediately begun during daylight hours upon wire bobbins to be used in the construction of defence, and in one of the buildings of a near-by farm the construction of a P. C. was started under the direction of Master Engineer Dorman, who had just been attached to the Company. Both day and night reconnaissance parties familiarized themselves with the new country and what our work was to be there.

Considerable activity was the programme of both the Germans and ourselves, especially during the night. The small patches of woods which held our batteries were constantly deluged with gas by the enemy, and all work which was being carried on, as well as the guns, were well peppered with H. E. every night. Our batteries would usually quiet down after their early evening's entertainment, giving Fritz his opportunity about midnight, then would open up just before dawn to continue until daylight.

That he might be the more certain of giving us a merry time he seldom failed to register during the day on new work, and his parties caused us no little annoyance, as our particular job was to consolidate a first line of defence for the infantry to fall back to if necessary. A large part of the new trench was under perfect observation from his lines, as it ran across the breast of a slope facing him and connected two woods at that place about eight hundred yards apart. Firing-pits had been dug by the Marines when they had made their stand at this place about three weeks before and before they had driven the Germans from the woods. These had to be connected with a four-lane defence of barbed wire in front, the whole making a rather mean job. The only line held by the infantry consisted of a series of unconnected outpost pits strung out through the woods ahead of where we worked.

This work was started but never finished, as the rapid advance over this section made such defence useless; but during the progress of the work all the companies engaged suffered casualties at some stage of the work every night. The route used by the working parties was continually shelled as was the scene itself, and very good judgment was used by the Germans, it seemed, as to just when to shell which place.

On the night of the 15th of June the real work in our sector started for us, beginning the series of nights never to be forgotten. We were ordered to roll packs with full equipment and were marched to the third-line defence positions, then a shallow trace trench with a single fence of wire for its defence, and ordered to dig in and prepare ourselves for a stay for as long as necessary. Dig we did and glad to do it, as, for some reason or other, Fritz began poking high explosives and gas-shells at us. After numerous shifts in the line and each had dug himself in a few times, orders came just before dawn to sling equipment, and the march back to the woods was made, ending a hard night's work. We had been placed in the position to act as infantry had the Boche attacked, but their attempt to advance was made at Château-Thierry, some fifteen kilometres to our right, and the Boche was thrown back without gain.

CHÂTEAU–THIERRY BEFORE THE WAR STRUCK IT

## CHAPTER X

ON the night of the 17th, during a terrific thunderstorm, a detachment under command of Lieutenant Drown left the woods, our camping-ground, in trucks for the lines. Bombs weighing twenty pounds each were carried, one to a squad, as well as picks, shovels, axes, and wire-cutters. Extra bandoliers of ammunition were issued, one to each man, and rifles were slung across the back. A truck was previously loaded with large coils of wire to be used in hasty defence work. No instructions, except that it was to be an operation in conjunction with the infantry, were received, nor were maps of any kind available, and the country had not been seen by either enlisted men or officers. The trucks were abandoned at the right of La Voie-du-Châtel in the road to Lucy-le-Bocage. Wire was assigned the men without tools, and the detail marched to the woods on the left of the road near Lucy, to the Third Battalion, 104th Infantry headquarters there to find a guide to the destination. The guide arriving, the woods were left for the main road, which was followed through Lucy, thence to the Ravine Gobert, and into it at the dressing-station in the culvert under the road. The detail proceeded up the ravine, at times completely intermingled with the infantry, who quite filled it themselves, dragging the wire, and now and then stopping for either a shift of loads or because of slight holdups ahead. Finally the base of the wooded hill of the Bois de Belleau was reached and time given to take a short rest, then the drag up the hill was made. Reaching the top, confusion among the machine-gunners, who had gotten the command "to the rear" closely followed by "double time," occasioned our men to drop their loads and

start for the rear. Immediately word came, "Forward," and the march was resumed. The P. C. in the ravine running across the top of the hill was reached by all and each with his load as assigned to him, those men carrying barbed wire having had a particularly hard time of it. Leggings were in most cases completely torn off, and many legs were bleeding from cuts made by the barbs. The wire had been now yanked along the ground, now carried over the shoulders, and the bulkiness had made the trip through the woods and along the narrow woods path, strewn with limbs and undergrowth, extremely difficult.

Here in the ravine, after a rest of a few moments, Lieutenant Drown procured another guide and further orders. Orders were to advance, and led by him the detail proceeded along the path to the woods on the edge of the hill to where the infantry was located which it was to accompany. Shelling became more severe in the reserve line in the ravine where the men had just been. A short distance had been covered towards the objective, and because of speed ahead of the guide and the impossibility of moving fast so heavily loaded, the file again broke, very badly in places. Shelling became very heavy. The detail had evidently been caught in the Boche counter-barrage and was under observation. Many men were hit as the shells screamed in. Here Goodearl was instantly killed, and Cole, who was hit at almost the same time, died within a very few minutes after pressing ahead his limit. Corporal Fogg and Private Dyer received mortal wounds, Sergeant Thomas and Corporal Smith with practically his whole squad were hit, and many others were slightly wounded, but went ahead in spite of their wounds. The first thirteen men under Lieutenant Drown had disappeared in the deluge, having gone to left of road following the guide, and Sergeants Watson and Ripley assumed command of all men who could be gathered together. Orders had been given to drop the heavy loads, so the men were running light. The detail was kept under cover and reconnoitring failed to locate Lieutenant Drown. Jacks was here found to be in serious shape, having been wounded in three places. The flow of blood was stopped, and he was ordered to the rear. Adams with a wound in the arm and Campbell with gas were both sent to the rear as it became known that they were injured. Dudley was slightly wounded in the arm, but continued carrying water to the aid station several hours. Watch was kept to locate Lieutenant Drown or a runner from him, but without success. Later, upon being joined by Lieutenant Wallin, all were taken back to the ravine and Lieutenant Wallin reported to the infantry battalion P. C. for further orders.

The work was then to form a carrying party to get ammunition to the infantry, and somewhat later, in pursuance of further orders, to organize a party of eight men for the same purpose and send the remainder of

men back to the Company. These orders were carried out, another trip with ammunition made, and still further orders were for the detail to be ready to go over with the third wave of infantry going at 7.00 hrs. the following morning as engineers. All wire and engineer equipment was gathered together and the night spent in the ravine. The same work was resumed in the morning, as no advance was made by the infantry. This detail buried the bodies of Cole and Goodearl side by side in a grove at the edge of the woods. A simple burial ceremony was performed by Corporal Chisholm, and crosses made with the identification tags tied to them to mark the graves. Word was received that the Company was to move into the lines, so Sergeant Watson, who had been in charge of the detail, reported with his detail to the Company at the woods. Before the Company moved, a party of sergeants, corporals, and men who were intimate with the two men who had been killed, visited the two graves and planted more substantial crosses than those hastily set by the men who had buried them. The party had been considerably larger at the start, but heavy shelling of Lucy-le-Bocage made it unwise for all to continue.

The few men, numbering thirteen, who had succeeded in following Lieutenant Drown through the whole affair, reported with him to the P. C. in the front-line trench, being then assigned to "M" Company of the 104th Infantry, then in readiness to go over. More engineers had not been able to follow because of the heavy shelling and extremely quick pace the doughboy guide had set. Everybody went over at 8.25 hrs. in the first wave. A small woods beyond the railroad track was reached, and after crossing an open wheatfield and swinging to the right, Givry was taken, which furnished the first protection, the order arriving to dig in. This was done, but with poor satisfaction, as not more than a foot could be scraped away before striking water. Lieutenant Drown here left the detachment for Belleau for further orders, and as positions were to be consolidated and no tools were at hand, a message was sent back to the battalion to have both tools and additional men sent up. The whole detail laid there the rest of that day and night. Corporal Schau, who had been acting as sergeant on the work, was sent to the rear by infantry medical authorities, the wound which he received early in the morning having begun to give him trouble.

Early in the morning "Fritz" started to shell the whole of Belleau Woods heavily, and, gradually shortening the range, the shells began to land among the woods occupied by our men. Near 10.00 hrs. the range was again shortened and a shell hit in the midst of the engineer group, badly wounding Salveson and Rogers and inflicting a wound upon Lieutenant Drown. The remainder of the detail helped to remove the wounded

to the first-aid station in the town of Belleau, then were ordered to make their way back to Belleau Woods to there rejoin any men of the original detail to be found.

Another detachment, this time under Lieutenant Mattson and Master Engineer Dorman, with Captain Langley accompanying, left the woods on the night of the 19th. They were carried by trucks to the outskirts of Lucy-le-Bocage and then made their way by road to the town of Belleau to go over with the infantry in the early-morning attack. During the wait outside the town for a reconnaissance of the position to be taken, much high explosive broke near at hand and showered the men with dirt and fragments, but injured no one.

Arrival was made in the town at 2.30 hrs. on the morning of the 20th and hour of attack was scheduled at 5.00 hrs. Captain Langley here was obliged to leave the detachment in order to get back to the Company before daylight. No attack was made at the time set, it being necessary to allow the forces on both sides of our division to draw into front with us, and in the severe shelling of the town while waiting the word of advance, two men, Private Lamore and Corporal Denner, were wounded. The wait continued through the day until 15.00 hrs. in the afternoon, when orders came to go ahead.

In making the attack in the afternoon of that day the engineers were ordered to accompany the third wave of infantry, half of the party being under the command of Lieutenant Mattson, and being designated to accompany the left wing, and the remainder, under the command of Master Engineer Dorman, being ordered to accompany the right wing. Shortly after the attack started, and about the time that our second wave got away, the Boche made a strong counter-attack against the French on our left, and succeeded in forcing our allies to retreat from the portion of the hill which they occupied. Following up this success, the enemy placed several machine-guns in a position to completely enfilade our lines, so that when our third wave attempted to advance they immediately found themselves under heavy fire. Members of the infantry were killed and wounded in attempting to cross an open stubble-field which was swept by this fire, and the wave was more or less disorganized.

The first section of the engineer detail, led by Lieutenant Mattson, went over promptly on time, and was immediately followed by the second section, led by Master Engineer Dorman. Shortly after leaving the trench, Lieutenant Mattson was hit by a machine-gun bullet, and the command of the party devolved upon Master Engineer Dorman. After reorganizing the entire party, which had suffered many casualties, and which, with the loss of its officer had become somewhat confused by the heavy fire which it was sustaining, Master Engineer Dorman placed himself at its head and

continued the advance. The detail having now become depleted to forty-four men and being still exposed to very heavy fire from the enemy machine-guns, was led by Master Engineer Dorman to cover of the high banks of the Château-Thierry road to the east of the town. This road which led directly towards the objective, afforded some cover from the cross-fire which had been sustained and enabled them to continue the advance. Here the remaining infantry of the third wave reassembled and the whole wave was organized to continue its part in the attack. While the work of organization was proceeding, a fairly heavy artillery fire was maintained on the road by the Germans. Word having been brought back by runners that the preceding waves had been held up in their advance, an order was issued by the commander of the infantry to dig in and prepare to hold against a possible counter-attack. In this work the engineers not only fortified their own position, but also gave what assistance they could to the infantry. Throughout the entire time the party was under combined artillery, machine-gun, and snipers' fire. Nevertheless, all orders were executed cheerfully and with alacrity, and many exhibitions of personal bravery were observed.

Captain Langley arrived early the following morning, having left the Company at midnight the night before, and assumed command. During this whole action, Morrissey and Turner as stretcher-bearers, as well as Corporals Logee and Brown as runners, were particularly worthy of mention for the parts which they performed.

As the Boche had cleared during the night, the progress ahead the next day to the farm of Chante-Merle was unhindered except for a capture of twenty Germans made in a strip of woods near Etrépilly, and arrival was made near noon. Through continuous shell fire, attempts were made to get sleep in whatever crowded shelter was available, sharing all with the infantry until 22.30 hrs. that night, when the march was made to occupy the small farm of Croix Rouge, near Epieds, over a road affording no protection from the continuous heavy shelling to which the whole area was now being subjected. None were wounded, through a seeming miracle, but Crosby became badly shocked by the force of the explosions.

Being held up by shelling of the road ahead, information was obtained from the French that the town given as destination of our men was still occupied by the Germans. The road had become jammed with both troops and artillery, but a halt was made in a woods selected for a rest. This because of heavy shelling was evacuated, and return was made to Chante-Merle, from where we had started early in the evening. All the morning, under shelter of the old buildings and sheds of the farm, as the place boasted no dugouts, a few winks of the much-needed sleep were snatched.

The town was left in the early afternoon of the 22d, the engineers, at this time numbering about forty men, under command of Master Engineer Dorman, as Captain Langley was now Acting Major of the whole force in support, both infantry and engineers.

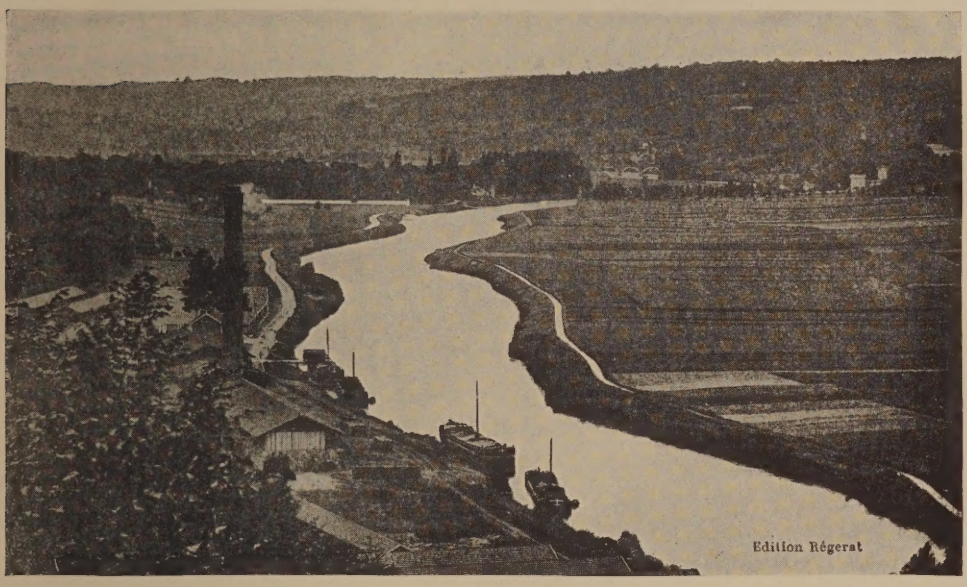
March was resumed towards the enemy. That night all slept near the edge of a patch of woods beside the artillery; our first meal from the Company was received, more hardtack and "willy," at 21.00 hrs. that night. Previous to this time the only food secured had been taken from packs of those fallen in the field or those left by departed wounded. Little of the incessant shelling was now doing damage, the Boche having withdrawn whatever he could of his artillery, and judging by the immense stores of ammunition passed, partially destroyed and having been hastily abandoned, he might well be short of that also. Word arrived that the Company was up in the lines in the afternoon, and Master Engineer Dorman with the detachment proceeded to the Company to report. The Company had marched to Torcy, a small town to the left of Belleau, and had been engaged in burying dead and repairing the great holes ripped in many places in the roads by shells during the day of the 22d, and at ten o'clock that night had hiked to near the present location, a distance of approximately nineteen kilometres. The first orders received were to attack a certain woods ahead, so the advance was made by single file, then, deployed, rushes were made, under severe machine-gun and shell fire, in the course of which Privates Hadley and Raymond were wounded. The woods so ordered to be "taken" were found to be already occupied by American troops, so there a halt was made until afternoon, when the Company was joined by the detachment under Master Engineer Dorman.

Lieut. Karl Jackson had joined the Company and was assigned to command those in the woods, numbering then practically the full strength of the Company.

Captain Langley and Major Greenway here made a check of the position of the Company, and Master Engineer Dorman's detail continued a short distance ahead to positions in the same woods. Machine-gun "nests" were encountered still being operated by the Germans, and two details under Lieutenant Jackson reconnoitred for the position of one Boche sniper who was giving trouble, but he withdrew. Intermittent shelling continued until two o'clock in the afternoon, when the whole Company was withdrawn to the original position to the rear, in front of the 75's. Continued rain and much "sneeze" gas served as a fine combination to add to the already disagreeable enough situation.

The Company was then placed under orders to attack the town of Trugny, to the left of Epieds, at midnight. Because of the known over-

whelming man-to-man strength of the Germans, this was a difficult proposition. Before the appointed time, the Company was formed under Lieutenants Jackson and Wallin and held in readiness. Thanks to "E" Company's lucky stars, then for once most in evidence, word was received at just midnight to abandon the project, and the Company was ordered withdrawn, joining the battalion at Breteuil Farm.




VIEW OF THE MARNE JUST OUTSIDE OF NANTEUIL

## CHAPTER XI

JUST after mess on the night of the 23d, the battalion was hurriedly assembled in the courtyard of the great farmhouse, and picks or shovels were added to rifle, belt, and gas-masks, and we set out at once for Epieds, three kilometres away.

Epieds had been taken the day before and presented a busy scene. We marched hurriedly through the town in a column of twos. Ambulances lined the side of the road, awaiting their turn at the Red Cross hospital with their wounded. Guns, heavy trucks with ammunition, automobiles with staff officers, and all kinds of military traffic were moving as speedily as possible on their way towards the front. Besides all this, there were continual streams of walking traffic, some coming, some going, perhaps a couple of wounded doughboys able to walk and seeking the first-aid station, or an outgoing body of infantry, or an incoming bunch of machine-gunners, in fact, a representative of every department of Uncle Sam's Army passed before our eyes as we wove our way through the crowded town and out into a road leading towards a big wood.

It was growing dark, and we took a position along an old muddy cart-path, each company having a certain section. Our mission was to help artillery caissons through the woods to newly made gun positions. Heavy shelling had been going on all day, and the night brought no change. The Germans used much gas, and faint odors drifted down the hill to our position, causing the usual sickening effect.

Time and time again a caisson would get into the mud, and we would dig and dig and dig until we finally extricated mules and caisson and sent them on their way. One can easily imagine the confusion in the pitchy darkness. Some caissons had to go by one path and some by another, according to the position of their respective guns, and those guns were constantly booming, but the boom and the flash were all the same. The

mule-skinners knew nothing and we knew little more, except that here was a wood filled with guns which had to have *beaucoup* ammunition. They might be two or three miles away, and somehow the mule-skinners had to get there and deliver their supply of shells and go back for more. So we acted as guides and posted men all along the different paths and kept the caissons moving all through the night.

At midnight "D" and "F" Companies, which were located in the same wood, encountered much gas and were forced to leave, not, however, until they had rebuilt all the bad places, working most of the time with gas-masks on, a fatiguing and most disagreeable task.

"E" Company stuck to the path until just before dawn, when word was passed to assemble in the clearing at the edge of the woods. We marched back to the farm, there to find flapjacks and coffee awaiting us. During breakfast "Joe" started the very disheartening rumor that we were to be retained as corps engineers after the 26th was relieved. This meant that we would keep on working with some other division, and it was certainly a dreary outlook, for we were pretty well tired out from loss of sleep and lack of nourishment. Meals were mighty scarce back in the middle of July, and sometimes one would go three or four days without a drink of water.

Five days of bridge and road work followed, then we moved eight kilometres up the line to the woods near the town of Beuvardes, and it proved to be one of the hottest places we had yet been in. Behind an old stone wall, in hedgerow, and under apple-trees lay battery after battery of six-inch rifles, both long and short range. We were located a few rods from these powerful guns in a dense wood, and perhaps a kilometre or two in front of us were the famous 75's barking away continually night and day. Airplanes were numerous, and they came over at all hours of the day or night, prying out gun positions, locating road traffic and poorly concealed smoke of rolling kitchens. Once they located anything you'd soon know it, for over would come the first shot, a range-finder, closely followed by a whole volley, and you'd either change your boarding-house or cash in.

Sleeping in "pup" tents was a ticklish proposition, especially at night. Things would quiet down to a certain extent, artillery would become less active at certain hours, and one would lie there partly asleep, listening passively to an occasional boom of a gun. Suddenly you would sit bolt upright, stick your head out through the flap of your tent, and there would come to your listening ears the double-action throb of a Boche plane. Nearer and nearer would come that demon of the night, and then all of a sudden a tremendous explosion would shake the ground, and you would instinctively know that the Boche was after a gun, and you would turn to your blankets again with a sigh of relief.

Several days of road-work with enormous traffic and awful clouds of dust followed with plenty of excitement thrown in, and then on the 2d of August the whole battalion had a grand burying-party. We covered about four square miles of woods, burying numerous bodies, both man and beast. The air was filled with an awful stench, so foul that many men could not participate in the work. We buried many of the famous Prussian Guard, who lost heavily; these were the largest men we had ever seen, some being nearly seven feet in height, and stockily built in proportion. The woods were filled with equipment of all kinds, broken guns, bayonets, daggers, gas-masks, ammunition, machine-gun belts, and the famous "Gott Mit Uns" buckles. Trees were riddled with shot and snapped off at the trunks as though but matches, and one look was all that was necessary to reveal the awful carnage which had been wrought there.

Relief came a few days later, so we packed up and marched twenty kilometres to Château-Thierry. An interesting feature of this hike was the large gun emplacement near Brécy. Here was concealed the big gun which fired on Paris a few days before. The Germans had succeeded in getting away with the gun, but left the emplacement, as it was too big a job to tackle in a hurry.

Château-Thierry had been exposed to severe shelling, and it was a sad sight to see the civilian population returning to their homes with a faint hope that there might be something left for them to start life again with. We slept in a large convent which had been used as a hospital; all the windows were shattered, and many large shell-holes through the roof afforded plenty of ventilation.

We knocked off twenty-two kilometres the next day, arriving in the town of Nanteuil-sur-Marne a tired and hungry bunch. The town was a quiet and wonderfully peaceful one in comparison with those we had inhabited during the last few weeks. No boom of guns nor foul stench of the dead disturbed the pleasant days that followed, and we soon fell into the spirit of daily routine, drills, and regimental parades. Lieutenant Mattson was promoted to the rank of captain and left the Company to take up his duties as First Battalion Adjutant. Several promotions took place in the ranks, one being that of Sergeant Dreger who had joined us back in April and now became Mess Sergeant, Sergeant Hutcheson joining the ranks as Senior Duty Sergeant.

It was vacation-time for the nineteen lucky ones who secured twenty-four-hour passes to Paris. They had the time of their lives, and came back with wonderful tales of the queen city of the world.

On the morning of August 14th we started for Château-Thierry, had lunch on the road, and arrived on the outskirts of the town in the late afternoon. Had a hot meal, and lay down on bundles of newly stacked

Col. GEORGE W. BUNNELL
Commanding the 101st Regiment Engineers throughout its Entire Service

wheat in a near-by field where we shivered and froze till 3.00 hrs. the next morning, when we started for the train-yards two kilometres away.

The ride through the Marne Valley was a beautiful one and showed us the great grape section with miles and miles of vineyards stretching away up the hillsides on either side of the valley.

"E" Company and the Colonel succeeded in clearing the trains at Châtillon shortly after midnight. We marched through the town and bivouacked in a field for a short sleep of four hours. The next morning, the march was started early, and we arrived in Nod-sur-Seine, our rest camp, just in time to have a good wash before noon mess.

Nod was a pretty little town, and its people were very cordial, and pleased to have American troops in their midst for the first time. The river Seine traced a winding course through the outskirts, affording plenty of opportunity for bathing, which was a luxury indeed, as the weather was hot and baths had been mighty scarce.

The first Sunday was a memorable one. The whole regiment was assembled in a large grove bordering the Seine. Regulations and good advice were in order, and just as the service ended, the Colonel jumped to the stone wall and ordered "Three Cheers" for the 90th Division, then passing in the street above us. They were on their way to the front for the first time, and covered with dust from head to foot. After six days of

hiking, a more jaded and tired bunch would be hard to find. The band struck into a snappy march, and the 90th picked up the step and followed immediately with the weird yell of the American Indian, which told us plainly indeed that they were from our own Great West.

The days passed quickly, and strenuously for a rest camp, with drills and many new formations taking up the entire day. Sergeant First Class King had joined the Company again after eight months at Châtillon, and he set up a rifle range which the whole regiment used to good advantage, and also gave some good lectures on road-work, comparing French, English, and American methods in both road construction and bridge-building.

One hot summer day, just as the whole Company lined up for noon mess, First Sergeant Buxton made his appearance after three months in the hospital, and received three rousing cheers. Other wounded men who had been returned with the First Sergeant were Dudley, Corporal Welch, Miasek, Colaluce, Hyberts, Alec. Misek, Ramponi, and Sergeant Francis, also many replacements. This necessitated the re-squadding of the Company, which was done the next day.

Sergt. John W. Priestley, idol of the Fourth Platoon, and one of the most strenuous workers the Company ever knew, left for home. While we were at Nod, Priestley's ability in getting a job done, and done right, was certainly deserving of high praise. His clever abuse of the English, Italian, and French languages was such a marvel that the Captain chose him without a doubt as the home advertiser of the engineers.

Certain delaying of promised passes made it apparent that we would soon be on the move again, and shortly after night mess on the 30th of August we left for Châtillon, where we entrained at 4.00 hrs. on Saturday morning after a very cold and disagreeable night. A short ride of seven hours carried us to Nançois-Tronville, arriving at noon. We marched three kilometres, pitched our "pup" tents on the side of a hill, had mess and settled down for a good night. Small fires were lighted, and a crowd would gather round and sing and tell stories, wondering all the while where the Company was bound for. At 21.30 hrs., after all but a few had turned in, word was hurriedly passed from tent to tent to get up, roll packs, and be assembled on the path below in twenty minutes. Every one was much excited, and the old pine forest echoed and re-echoed with confusing shouts and commands. However, the Company was formed at the appointed time and marched away into the darkness for an all-night hike, arriving in more woods at 4.00 hrs. just in time to get under cover before daybreak. It reads well, but it was about the slowest game of checkers we ever took part in. There would be long waits by the side of the road owing to traffic ahead, and then a double-quick to get caught up.

It became known that we were to take part in the first big offensive

planned and executed wholly by Americans, and were to be backed up by an enormous concentration of artillery both French and American. This was made known to us through Lieutenant Dorman, who had just been promoted as a reward for his good work at Château-Thierry with "E" Company under fire, and who always tried to keep the men well posted. He was one of the few in the regiment to get a commission from the ranks in France without going to an army school, and we felt proud of his record because he had always been closely associated with "E" Company.

HIKING OUT FROM CHÂTEAU-THIERRY

We hiked night after night for ten nights, sleeping daytimes. Our course lay parallel to the lines, in a northerly direction, and caused much conjecture as to where we were going to hit that line, for we knew nothing, as usual.

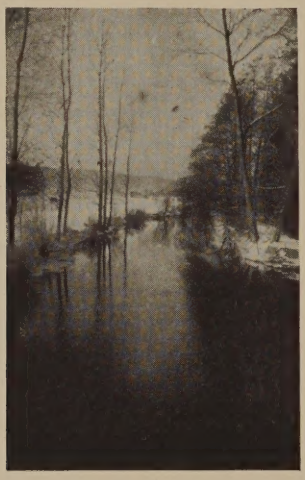
On the morning of September 7 the Company arrived at Rupt-en-Woëvre and encamped on the top of a high hill near by. Here until the 11th the Company rested and prepared for the event now well forecasted. Here our former First Sergeant Buxton was appointed Sergeant Major and assigned to the First Battalion.

About 17.00 hrs. on the 11th after a hike of three kilometres we joined the infantry in a wood on the slope of a high hill, pitched tents, and had mess amid a torrent of rain. We pitched a pretty good tent here and were exceedingly careful to bank it up well on the sides, as previous experience on this particular hike had taught us that rain had no consideration for "pup" tents.

Captain Langley received orders from infantry headquarters and transmitted same to the Company just before mess, in a quiet, confident manner, explaining that first and second platoons were to go over with the 104th Infantry, third and fourth platoons with the 103d Infantry. It was dark by this time, no lights were allowed; and to hurry up that hill, roll up in the pouring rain and hurry down again to the road was enough to make a saint swear. But this was nothing compared with what followed, a two-hour wait in the rain after breaking our necks to get up and down that hill in a hurry. One man actually did break an arm, Scott, a real Scotchman, and was sent back to the hospital.

At 22.00 hrs. we finally got started, single file, each man holding the back of the pack of the man in front of him, on account of the extreme darkness. It was one of our most exciting hikes, as later, about midnight,

bombardment of the German lines commenced. The road was completely filled with traffic of all kinds,—machine-guns, caissons, soup-wagons, French and American troops; and the whole mass was hurrying along to get to their places in the line at the appointed time. Algerians kept cutting through our line, causing much confusion. The bombardment was constantly increasing in intensity. Word kept passing up to the head of our column to slow down the pace as the fourth platoon was lost, and a hundred and one incidents happening every minute caused one to wonder whether he was coming or going. Nevertheless we arrived somehow at 4.00 hrs. in the morning in a trench near the P. C. Cloche, and waited and waited and waited in the drizzling rain until 8.00 hrs. the next morning.



A TYPICAL RIVER SCENE IN FRANCE

## CHAPTER XII

THE first detachment from "E" Company to work in the front line of the Saint-Mihiel sector was that under Corp. Howard Welch, which left the Company prepared to cut wire, with orders to report to the P. C. Cloche for further orders from the infantry headquarters there. Upon their arrival the party was split equally among forty infantrymen, and places were designated in our wire for four parties to cut a lane, to allow passage by our troops in the coming attack. Through a quiet three hours—from 9.00 hrs. to 12.00 hrs.—the detachment worked, successfully completing their work as directed, and arriving back in our own trenches within the prescribed time.

In the early morning, about 4.00 hrs., the Company arrived at the P. C. Cloche, and was there split into two sections: the first, composed of the first and second platoons under command of Lieutenant Wallin, were assigned their task with the 104th Infantry; and the second, the third and fourth platoons, were assigned to the 103d Infantry, under command of Lieut. H. O. Jackson, Captain Langley being with the infantry during the advance as Engineer Officer. Upon reporting to the different infantry headquarters, a short rest was taken, and the men huddled together in the bottom of the trench to keep warm. The big barrage opened at 1.00 hr. in the morning and continued until 8.00 hrs. without let-up. Lieutenant Wallin's detachment left the trenches, going over with full packs, which, however, during the strenuous up-and-down chase in pursuit of the Boche, were discarded. The Germans retired rapidly and

the Americans followed them all day, but numerous holdups were necessary because of machine-guns the Boche had left to cover his retreat.

The French on the extreme left of the division had a rather more difficult advance than did the Americans, as a high hill fell to their lot to take and many men were lost in the effort. Their blue lines presented a magnificent sight as they went forward in deployed formation up the hill. The detachment under Lieutenant Wallin continued with the infantry to the top of the last hill overlooking the great level country, where a halt was made and the infantry deployed, while a detail under Corporal Denner went into the town ahead to locate positions for a colonel's P. C. and, if possible, any mines or explosives left behind by the enemy. He was followed half an hour later by the whole force of Americans. Immediately the whole detail of engineers was ordered through the town to locate mines or explosives. Incidentally, many souvenirs were located as well as food, which was by this time the chief worry. Many meals were improvised from the variety of stores the Boche had left. One storehouse was found by some of our men from which they obtained a dinner of boiled potatoes, sausage, German hardtack (small crackers, in white bags), and plenty of beer. Men smoked fine cigars, but the cigarettes found were poor. During the stay in Saint-Maurice until the following morning the men all led the happy life. The few inhabitants of the place gave a welcome reception to our men as they entered the town. Stories were told by them of their good treatment by the Boche, of their strict rationing, how the Germans had left town September 13, 1914, after an unsuccessful attack on Troyon, returning shortly after to hold Saint-Maurice until September 13, 1918. They had expected the Americans since the first of September.

The detachment under Lieut. H. O. Jackson, after having reported to the P. C. Durant, the headquarters of Major Shumway, the commander of the attacking battalion of the 103d Infantry, had the opportunity to claim what sleep was possible for nearly an hour in the trenches. Word came from "F" Company 103d to follow guide to location of that Company. The detachment was then split, Lieutenant Jackson taking command of the fourth platoon and Sergeant King the third to report to "H" Company of the same regiment. Lieutenant Jackson then proceeded to "F" Company. Dugouts were found, but crowded with infantry and machine-gunners, so the engineers were obliged to remain in the open trenches, wet and cold. Upon Lieutenant Jackson's trip back to the original P. C. to locate lanes previously cut through the wire, he was found by Sergeants Bent, Ripley, and five men who had become separated from Sergeant King's detail. The men were arranged in the formation to go over, leaving their packs in a pile under guard. As shells landed in the trench to the right, all formations were broken up and men went over all together.

NO MAN'S LAND FOR FOUR YEARS, GRANDE TRANCHÉE DE CALONNE

THE PLAINS OF THE WOËVRE

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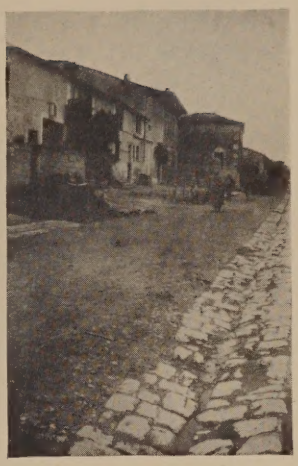
Wire was passed, and soon the advance was checked by heavy machine-gun fire and snipers. The engineers mixed with the infantry and acted as such at this stage and continued to do so throughout the operation, helping to take sixty-two prisoners and three machine-gun nests. Near noon all were held up again by machine-guns on Les Eparges Road in a field with little or no protection.

While the majority of the now very much depleted detachment, some seventeen men all told, were busy picking blackberries to relieve their hunger, orders were received to close into contact with the right. The party was reformed and went ahead combing the wood before them. Several abandoned 88's, which a short time before had been harassing our advance, were passed. Suddenly the Americans opened a barrage on the woods which the engineers were traversing. Here Armour was shell-shocked and "Doc" Garrett did fine work administering first aid and getting the wounded out. The detail pulled back and reformed, this time advancing around the woods to the right to avoid stray shots. Again the party was formed on the opposite side, but *liaison* had been lost with the right and the 104th had not arrived on the left, allowing the machine-gunners still in Dommartin to keep their guns quite busy. After going back again and waiting an hour preparations were made for the night, which was spent in an old Boche trench. The first meal for the day had been taken from the reserve rations at 19.00 hrs. At daybreak the right had come into position and a start ahead was made immediately. During a short holdup the second meal of hardtack was eaten while a machine-gun nest ahead was being taken by the infantry, then the march forward was resumed. Orders were received to close up on the right to troops entering the salient from that side, and after a hike of about six kilometres the gap was closed about noon, the party then deploying and travelling north again. The edge of the wooded ridge overlooking the plain was reached and infantry found to be in the town directly ahead, Vieville-sous-les-Côtes. There the party found their sorely needed foodstuffs as great supplies had been left behind by the Boche upon his retirement. The infantry pulled back to the top of the ridge and formed their line of resistance, but the engineers remained in the town that night enjoying a good night's rest, warm and comfortable, well wrapped in Boche blankets and overcoats, sleeping in Boche cots.

After a good breakfast the next morning, Sergeants King and Guild rode into the village with a message from the Captain that no word had been received relieving the engineers from their work, but later a divisional order was received releasing the engineers from the infantry and the party left town for the Company, arriving at noon and enjoyed good hot coffee and a hot meal in Saint-Maurice.

One of the striking features of the whole affair was the exceptional ease with which the great salient was taken. Many more guns were at hand than were actually used, and the hardest part of the drive was in keeping up the pursuit of the enemy over an exceedingly hilly country. One found it almost impossible to understand why the Boche made such comparatively little resistance after seeing the wonderful dugouts, large and small, including gymnasiums, great kitchens, and also fine living accommodations with solid reinforced concrete overhead of six to eight feet, great double-planked doors and windows, lined with armor-plate one-half inch thick. These were situated under reverse slopes. Concrete trenches with concrete pill-boxes and observation-turrets, the mass of barbed wire to the front, and lastly the fine positions with their second and third lines of defence all behind long moraines, seemingly created there just for the purpose, gave a further idea of what a stiff resistance would have meant to us.



AMERICANS IN SAINT-MAURICE, SEPTEMBER 13, 1918

A sight made possible from the high hills overlooking the great stretch of plain country which lay to the north was that of the villages burning in the wake of the Boche as he retired. Houses and barns were set afire and whole villages blazed, making indeed a spectacle.

By the night of the 14th the whole Company was together and encamped about an engineer dump in the Bois de Saint-Remy left by the Boche only three days before. Packs and blankets had been salvaged, and the next day, the 15th, was given "E" Company as a day of rest, by the Colonel's order.

Work was soon started upon the main roads of the vicinity, the "Grande Tranchée de Calonne" being in terrible condition from both the shelling and heavy traffic to which it had been subjected. Many great holes were torn in the road by mines, rendering it impassable in some places. The work of repairing and at the same time keeping the traffic moving was carried on at all times. On the 20th and 21st the Company moved to Ranzieres and enjoyed baths, had clothing "decootieized" and were reoutfitted, all only too necessary after the hard campaigning just passed.

Upon the return to the Bois de Saint-Remy, work was resumed on the main road, and parties were detailed to organize wire and trench work in the lines with the infantry. A guard was set at the "Mines," an extensive tunnel system through one of the great hills about four kilometres distant,

which had been worked by the Germans for iron during their four years' occupation of the country.

Captain Langley at this time left the Company for the Engineers School at Langres and was succeeded in command by First Lieut. H. C. Drown who had recently returned to the Company from the hospital, recovering from a shrapnel wound received in the jam at Château-Thierry. The work was continued in all phases through a very bad stretch of weather with much rain, but the men were very fortunate in that they could forsake their hastily constructed and far from weather-proof shelters for the comfortable dugouts Fritz had left, with stoves, bunks, and light, as "D" Company, which had been occupying a near-by area, moved to another part of the woods. While in the Bois de Saint-Remy we were shelled several times, but fortunately no casualties were suffered.

Heavy artillery action was evidenced to our left towards Verdun by the increasing intensity of the firing, so when we left the Bois de Saint-Remy and found ourselves on the road north, we were little surprised, having received the news of the American push in the Argonne Forest. The outskirts of Verdun, that famous city in modern French history, proved to be our destination. Every day shells burst among its buildings and about the city. Our own regiment, although in what seemed a part of the town which was not likely to draw fire, suffered casualties. Many of our men took the opportunity to look over the famous old city, built similar to Toul and Langres with its surrounding walls and great city gates. They found it the "dead city" of France, with absolutely no evidence of civilian population, houses emptied of all furniture, the only place of business in the city being the Y. M. C. A. and American Commissary. Underground, however, the activities which took place rather disproved what was above ground, as here were great bakeries which then, and had for four years, supplied all the French troops on that front with bread.

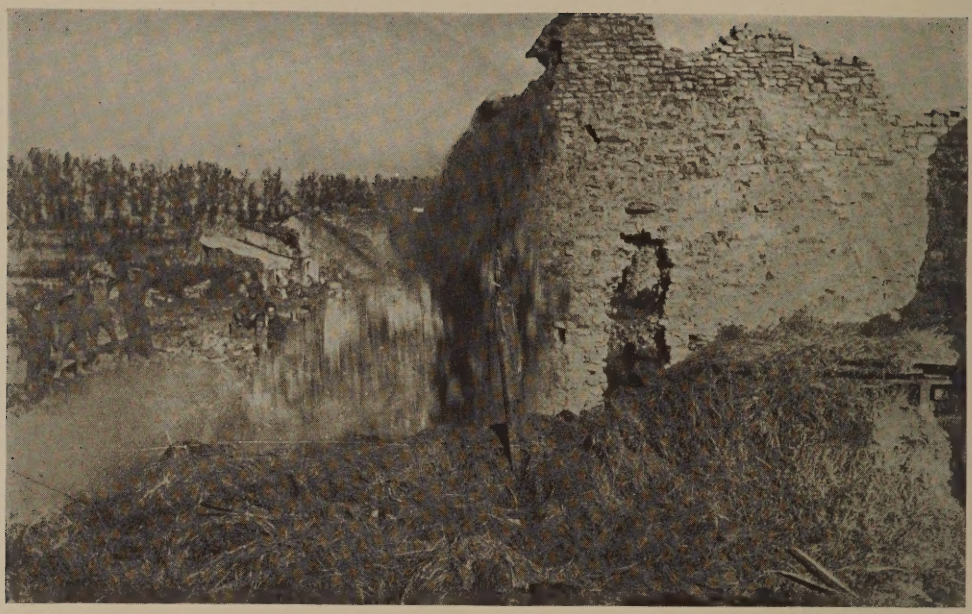
It was with lighter hearts that the Company left Verdun for the front, in spite of a heavy rain and a twelve-kilometre hike on the night of the 15th of October, as news had been received that Austria and Turkey had quit the war and demanded an armistice regardless of terms. Arriving at the town of Champ, half the Company were assigned to billets, the other half with the wagon-train continuing the march to the town of Neuville.

## CHAPTER XIII

THE town of Champ lay on the side of a long sweeping hill north of Charny, beside the canal following the river valley, the Meuse itself flowing through a meadow at the base of long high hills about a kilometre away. The town was completely destroyed, and with the exception of very few walls, almost entirely levelled. Our homes were in dugouts, a few of which were very dry, but all contained a stove or fireplace and were fairly safe. Much firewood was at hand among the ruined houses, so the evenings were made very comfortable, and during the very wet and muddy days which followed good opportunity was afforded to dry out well. The roads here, as at Saint-Remy, were our problems, except that here our road work was to be largely reconstruction rather than repair. We were to rebuild a stretch of road which ran from the town over the hill to the bridge over the canal, and thence to the town of Marre. Work was immediately started by the entire Company, mud and stone being excavated to solid pan and side drains with lateral drains dug to take the drainage. Material was secured from the ruined houses of the town, large stone laid and smaller stone used as crushed rock for surfacing. This was transported to the work by small dump cars over a light, metre-gauge track.

The men entered into the work with a great willingness and our road quickly began to take shape. It progressed very rapidly, and soon our cars were being hauled out to the end of the work by mules, and more track and cars were obtained from the French.

Efforts were made by Lieutenant Drown to increase the "eats" and met with fine success. Also, through the endeavors of our new officer, Lieutenant Schlotterer, we were the recipients of much tobacco, Y. M. C. A. and commissary supplies, all of which lent to the general content of the



SECURING MATERIAL FOR ROAD, CHAMP

HAULING MATERIAL FOR ROAD CONSTRUCTION, CHAMP

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COMPANY OFFICE, CHAMP

THE NEW ROAD, OUR JOB, AT CHAMP

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"HOME" FOR THIRTY MEN, CHAMP

"MAIN STREET," CHAMP, ON A BUSY DAY

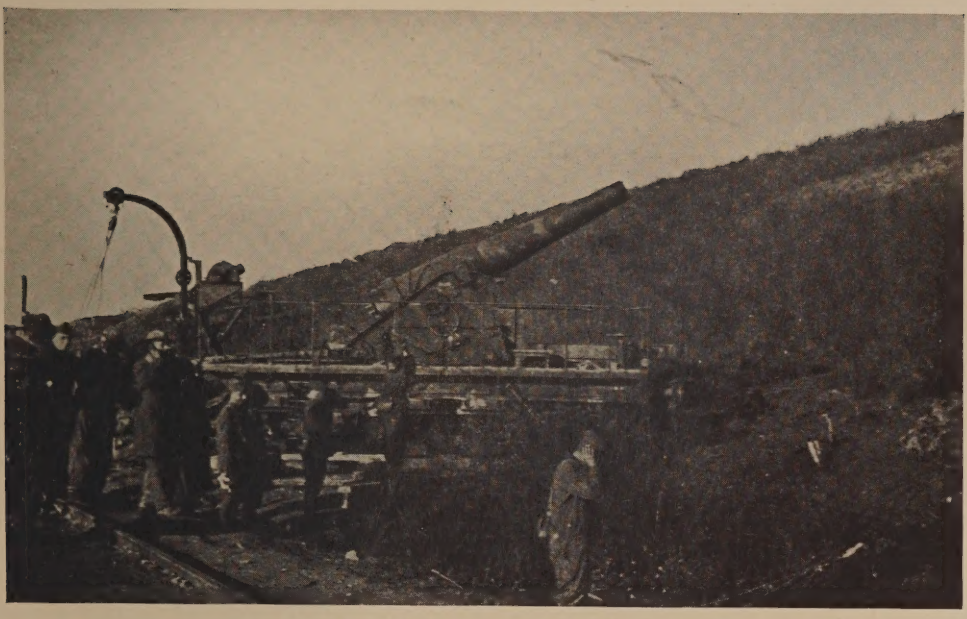
whole Company. Sundays were given the Company as rest days by the Major when it was known that other companies worked,—seemingly a reward for our good work.

The active front was ahead of us here in Champ by about six kilometres, but Fritz managed to reach the town once in a while with his long range H. E. While we were working on the road late one afternoon, near dusk, about the time when all our planes were returning from their day's observation, down swooped a plane towards the big American "sausage" a little to our left. Immediately a heavy barrage was placed in front of the balloon, and soon the observer left in his parachute. The Hun, displaying marked nerve, sailed straight through the barrage, set the balloon afire, banked about, and scudded away as if nothing had happened, followed, but never reached, by our anti-aircraft shells. It was the most courageous attack of its kind we ever witnessed.

Rumors ran strong that the war was nearly over. News had come that Austria had surrendered unconditionally and also of the terms of the armistice. Our road rapidly neared completion, "F" Company having taken over the bridge end of it, working towards us.

The 6th of November Captain Tarbell, long of the regiment, relieved Lieutenant Drown of his command of the Company, and the following day gave a short talk at evening mess, making a very favorable impression with all. It was regretted when it was learned that he was not to remain with us when we changed our location two days later.

On the morning of the 9th sudden orders were received to move. Packs were rolled before mess and immediately afterwards the Company left Champ, hiking through Champ-Neuville, following the road to the right up the hill, thence along the valley to our destination, a bivouac camp, off the curve of the main road, in the woods on the side hill facing the enemy, opposite the ruins of the town of Beaumont. The whole regiment was strung along the entire stretch of road, our Company the farthest in advance.



ONE OF THE BIG BOYS, NEAR CHAMP

ONCE THE TOWN OF FORGES

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## CHAPTER XIV

THE afternoon of the arrival of the Company at their "spot in the road," work was begun relieving "D" and "F" Companies' detachments on the extreme end of the road towards the Boche lines. The whole regiment was also strung out to the rear, all engaged in this same work. The work itself was carried on under perhaps the worst conditions we had yet experienced. The battery of 75's which had been drawn up along the edge of our road drew a return fire—luckily high. Shrapnel burst above, but Fritz's range was a little too long. Gas came in considerable quantity and proved our main difficulty. Wagons carrying rations and water into the lines were having a tough haul through a foot of heavy mud, making their way around the many large shell holes with difficulty, so the whole Company started work immediately to clear the road and make it passable.

Our biggest task was the filling, by criss-crossing of heavy logs, of a huge mine crater, blocking the whole road at the crossroads, which was under direct observation of the Germans. The great hole measured nearly forty feet across the top and was some eighteen feet deep. Teams had been forced off the road at this place and were avoiding it by passing through the soft earth to the side of the road. It was at this place Fritz directed his greatest efforts to hamper our work of reconstruction, using all he had to hold us up, but his efforts were in vain.

During the morning of the 10th our camp location was shelled, many landing in the middle of the corral, killing two saddle-horses and a mule—the first animals we had lost in the lines. All were driven to shelter for about half an hour, and luckily for our wagons and kitchen the shells came high above the road. Much work was necessitated in keeping the traffic moving without lengthy stops in and out of the lines, a detail being assigned to that work through the night.

Here Captain Tarbell was recalled to headquarters and relieved by Captain Mattson, one of our former lieutenants. Rumors were afloat stronger than ever of an armistice, and that hostilities would cease at eleven in the morning of the next day, all of which was hardly in keeping with the "Joe" that we were to go over as infantry in the early morning.

Daylight came without unusual activity. A few troops had gone into the lines during the night and many, completely exhausted, had left. A rather pathetic incident occurred as green men marched into the lines the night before—the killing of a man and wounding of many, due to the close marching through the point near the crossroads, which was always liable to severe shelling. Through a dense fog the limbers of the guns already installed were brought up filled with shells, and more guns were dragged in, until the whole road for a solid kilometre was lined with 75's side by side with plenty of ammunition. Their muzzles all pointed over the hill in front of us, a sheet of flame, like all left in hell, broke loose at 10.20 that morning, a terrific noise,—and the happiest one we had yet heard, as we learned from the gunners that firing would actually stop at eleven. A few of the watches may have differed, but at as near eleven as possible all firing ceased and absolute quiet prevailed, to be marred by only two explosions in the afternoon when our men destroyed road obstructions ahead.

Every one was jubilant. That our work could be continued without danger, that we could show ourselves anywhere and not draw a bullet, was

COMPANY "E" FILLING A MINE CRATER

indeed hard to realize. The guns were ordered out and soon we were alone at our work. Automobiles carrying officers up from the rear, artillery-men and marines who had been operating the big guns in the rear, arrived all during the day and returned loaded with Boche souvenirs. Our Colonel, who had been in personal charge of all the road-work at this place, returned to our section in the afternoon, and while he was there our regimental band appeared, marched to the crossroads, and played within easy hearing distance of the Germans. The Germans made repeated attempts to cross our lines to fraternize, desiring cigarettes and tobacco, but our M.P.'s ordered them back immediately and none of our men were allowed to cross into their territory.

A reconnaissance party had been detailed under Lieutenant Wallin to make locations as to the front and dugouts held by the 52d Brigade at the time of cessation of hostilities. The Boche lines were found to be crowded with men as they formed in column to evacuate the lines, outnumbering our own easily ten to one.

That evening celebrations by the doughboys continued until late at night, flares and various-colored rockets shooting up from all the positions, illuminating the whole line for a great distance. From the height where we were encamped, the whole country seemed ablaze with lights, and the darkness behind the surrounding hills was lighted by the blaze of huge bonfires in the rear. Men sat about open camp-fires for the first time in the war, as the close of the day of days was celebrated to the utmost, upon the greatest battleground of the whole war.

Our road-work was continued the next day, and souvenir hunters continued to come and go. Much Y. M. C. A. material was sent up for distribution, and we fully realized then that the war must be over, such a strange proceeding having been seldom experienced by us. Fireworks were a-plenty throughout the evening, the well-exhausted supplies of the night before having been replenished by salvaging. The 13th brought orders to move in the afternoon, and after a hike of about six kilometres, Bras was reached. The sight of an automobile passing at night with all headlights lit was quite novel to us after the long periods we had been without such sights. The rumor that we were to go home received its first jolt when a number of men were granted leaves and left the Company to go on seven-day furloughs, involving an absence of at least two weeks. Our long hike out of the lines was started, consuming ten days with halts overnight at each of the following towns and places along our route, Bois de Thierville, Bulainville, Erizè-la-Brûlée, Guerpont, where Lieutenants Drown and Schlotterer were ordered to the States—Lieutenant Drown saying a few words in parting and being heartily cheered by the men; Hévilliers, Cirfontaines, Prez-sous-Lafauche and to our destination, the

COMPANY "E" OFFICE ON THE VACHERAUVILLE-FLABAS ROAD

OUR KITCHEN

BOSTON PUBLIC LIBRARY

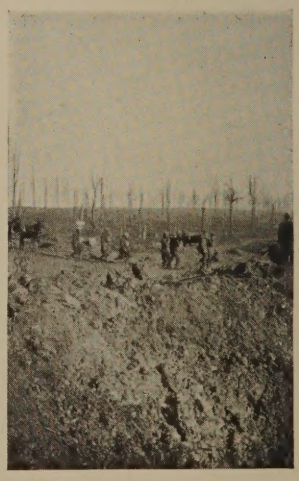
ELEVEN O'CLOCK, NOVEMBER 11, 1918

town of Esnouveaux about nineteen kilometres east of Chaumont, having covered a distance of one hundred and seventy kilometres, approximately a hundred and seven miles. An average day's hike had been about twenty kilometres, and the work of our cooks in giving us hot meals three times a day all through it was most commendable.

Esnouveaux was a very prettily located town, high on a partially wooded hill with a part following down the slope to the street that was assigned to "E" Company. We were soon billeted, and the days following our arrival were spent in our customary manner, cleaning up—from ourselves to the whole town. A barrack in our area was utilized as a mess-hall, seats and tables were installed, kitchen placed in one end, muddy approaches were made dry by being paved to the street and drain-pits were dug to take the waste water from the wash-stand outside the kitchen. Similar improvements were made throughout the street and we were soon well situated.

Steps were taken to reorganize the Company, new platoon sergeants were assigned, and the daily routine of drills and lectures soon became fixed, broken only by the extensive preparations made for our second Thanksgiving and Christmas in France.

Our Thanksgiving was spent very quietly, due no doubt to the incessant rain that had followed us from the time we had entered Haute Marne. A football game had been planned and all had expectations of a big dinner, as a great supply of pies and cake had been baked some days previous and, as they lay on the tables in the mess-hall, viewed with complete satisfaction as a forerunner of what we might expect.



HUN PRISONERS CARRYING OUT THEIR OWN WOUNDED, NORTH OF VERDUN

The barracks had been decorated. A big red and white "E" was suspended from the roof, encircled by a large wreath of evergreen, adding a final touch to the profusion of mistletoe and evergreens which nearly covered the rough boarding of the roof.

Reveille was at eight, and after breakfast of cornmeal mush, bread, and coffee we were free to do whatever we wished. The football game

between the two battalions at 10.00 hrs. promised excitement and many attended. The field was very muddy, but as the teams were quite evenly matched it allowed no considerable advantage to either. It was livened by many arguments, Lieutenant Norris of "B" Company, referee of the match, getting speedily "in Dutch" with the Second Battalion supporters by reason of numerous unjust penalties. Despite the superiority of the Second Battalion team, they could not score, and the game ended a tie, 0–0, and none too soon, as shortly after the game old Jup. Pluvius got on the job and supplied us with rain for the rest of the day.

Dinner was at 15.00 hrs. and was certainly the best we had ever had in France. The cooks well deserved the cheers they got for their efforts. General helpings, filling the mess-kits to overflowing, were apportioned of steak, mashed potatoes, gravy, turnips, creamed onions, bread, and coffee. Every appetite was keen, and the cooks were just in time with the dessert of pie, doughnuts, corn-fritters, cake, and candy, which were served in rapid succession. When the meal was finally finished with cigars and cigarettes, contributed by the officers, the day was voted a grand success.

It was reported that President Wilson was to have his Christmas dinner with the 26th Division, but just what unit would be his host was largely a matter of conjecture. It was also reported that he would visit some town for the purpose of inspecting billets and equipment of the American soldiers, so from shortly after breakfast Christmas morning until 11.30 hrs. we spent cleaning our billets and placing equipment in regulation order for inspection. In event of the President stopping in our town to visit we were given orders to be outside the entrance of our billets ready to fall in at attention at a moment's notice and remain there until dismissed. Our high hopes fell as the minutes and hours dragged by with no sign of the President's coming, and at last early in the afternoon we were released.

The folks at home had made it possible by their generosity for us to have an exceptionally good Christmas dinner. A large amount of money had been sent to our Colonel with the wish that it be used in the best way possible to give us all a real homelike Christmas. It was spent in near-by cities buying the many things so necessary to a good dinner. The letter from Mrs. Bunnell, the president of the 101st Engineers Welfare Association, that accompanied the money, was read to the entire Company, and after hearing the message of good cheer, all were the more grateful and thankful for those dear ones at home who had so well and generously remembered us.

A joking, singing, and happy crowd marched into the mess-hall at 15.00 hrs. to the big "spread" awaiting them. Large portions of tender

roast turkey were served, creamy mashed potatoes, spiced "stuffing," creamed onions, and dark gravy, with coffee and bread was our first helping. Our mess-kits could hold no more, and splendid appetites certainly did assert themselves. Dessert of pie, doughnuts, hard candy, and chocolates was served by the cooks, but the turkey and fixin's had taxed the capacities of many, so they kept the sweets for the time their stomachs could better accommodate them. A keg of beer had been provided, and the First Lieutenants, Drown, Wallin, and H. O. Jackson turned bartenders and well performed their rôles, serving the "suds" in regular Dover Street style to the men.

A short respite was enjoyed before a movie show at the Y. M. C. A. barracks upon the hill, followed by a minstrel show by the members of "B" Company.

Our first snow of the winter fell that evening, so when taps blew that night the day resembled in two ways at least—a good dinner and snow on the ground—a regular New England Christmas.

INTERIOR OF SIDE DOOR PULLMAN ON TRIP TO MULSANNE, SKETCHED BY MASTER ENGR. ROBERT L. FORBUSH. IN THIS TOWN HE CONTRACTED THE ILLNESS WHICH PROVED FATAL

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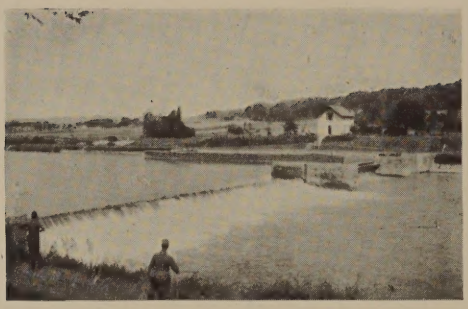


THE MARNE AT CHAMIGNY

CHAUMONT ROAD, ROLAMPONT

## CHAPTER XV

THE final chapter of our Company history takes us through our stages of preparation for home, and finally our actual arrival there. That, however, was long delayed in coming. After much irksome drill and road-work, all about the divisional area, even as far as Chaumont, Esnouveaux was given over to the 102d Machine-Gun Battalion early in January, we moving to the town of Poulangy near the main Langres-Chaumont Railroad line. Here, too, road-work was again taken up, but with better grace, as after a talk by the Colonel, all realized the importance of the work, and besides, who hadn't rather work than drill?

For entertainment in Poulangy a series of boxing-bouts was arranged between the First and Second Battalions. A ring was erected, electrically lighted, and one night representatives of the First Battalion came over from their towns with a couple of truckloads of supporters. Company "E" was well represented in the bouts, and all "E" men showed well against their opponents. Dooley won his bout by a knockout, Gorton won his, Chisholm won his, and after a great scrap, Hugh Roberts lost the decision in his bout to Hutch of the Medical Corps. Organized cheering, led by Sergt.-Maj. Ralph Eastman, an old "E" man, lent greatly to the general enthusiasm, as the Second Battalion "cleaned up," and a full evening was thoroughly enjoyed by all.

Word came that the Division had really been slated to go home, just when no one knew, but the fight to rid ourselves of friend(s) "cootie" began, and all looked eagerly forward to the time of leaving. Finally, after a month of road-work and re-equipping of the Company, we left Poulangy, entraining at Foulains on our first stretch towards home.

Two days of riding in the luxurious French "Pullmans" found us at Eccomoy, some twenty kilometres south of Le Mans. We detrained in the early morning of February 2 and marched to our destination, Mulsanne, eight kilometres nearer to Le Mans, and upon our arrival found the town already occupied by troops of the Signal Battalion, necessitating our

READY FOR MESS, MULSANNE

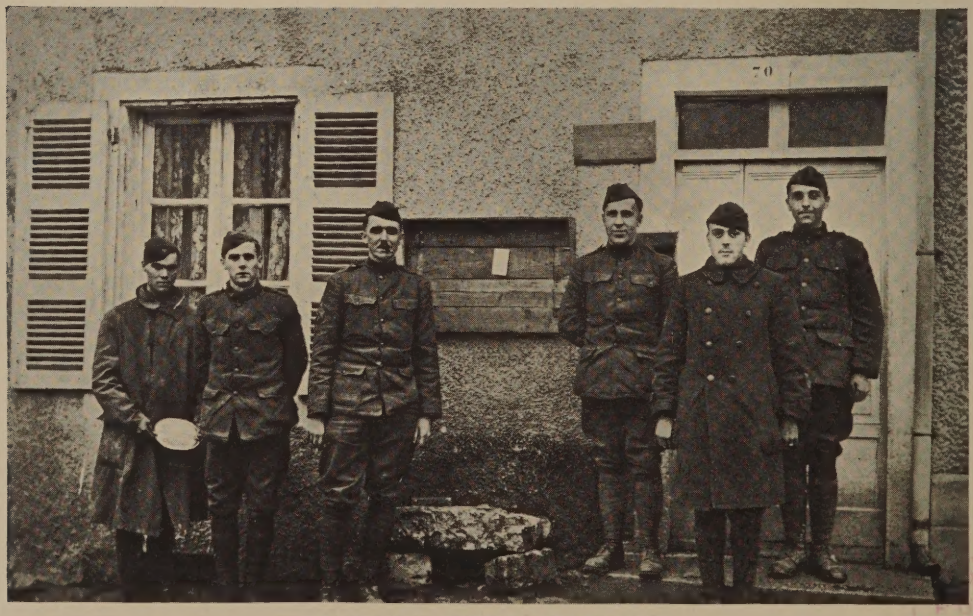
"SIDE DOOR PULLMANS"

tramping to and resting over night in one of the near-by towns. Our return to Mulsanne was made the next day. We found ourselves now in a different country than any we had seen before, old France, and more like what we had expected to see upon coming across months before. Tall poplars lined the roads and bordered the streams through the meadow-lands; lone farmhouses some distance from town were noted, the scattering being in marked contrast to the closely settled communities of the eastern country, and even the ruggedness and hills which we had long been used to were left behind, this new country stretching away in mile after mile of low meadows and slightly rolling land. Just the faintest touch of New England seemed to be in the breath of the pine-groves which flourished in abundance throughout the neighboring country. Here again our old bug-bear had followed us and we began work on roads throughout our whole divisional area which were sadly in need of repair. For those details, working farthest away from Mulsanne, trucks were furnished for transportation, and the Company was stretched along from four to six kilometres of the main Eccomoy-le-Mans road.

While stationed in Mulsanne, great efforts were made to give all men so wishing the opportunity, long sought, to see France by themselves, and furloughs were granted to many for the first time since we had been in France.

As our time for departure for home drew near, more stress was laid upon our personal cleanliness, and many inspections were ordered. Another battle, the fiercest of all, was waged against the "cooties," and the low percentage of men found infected proved us the winners. Clothes were ironed to kill the eggs, blankets and billets kept well disinfected by use of a creosote-and-water solution, and underwear was sent to a battalion laundry, to be treated there before washing. The small number of men, two per cent. of the entire Company, who were found by embarkation officers to be infested at the last inspection before sailing showed Company "E" at last clean. An even better showing was made by the Company at a field inspection of complete equipment by the same authorities.

SQUARE AT POULANGY



COMPANY OFFICE, POULANGY

Towards the latter part of our stay in Mulsanne, we again lost Sergt. "Bill" Cleaves, and this time for good, he being transferred to Divisional Headquarters, commissioned as Second Lieutenant, and later assigned to Company "C" of our regiment. Our First Sergeant—Sergeant-Major Buxton—was also included in the same order, and we were indeed glad to welcome him back to the regiment as an officer.

*"HOMMES..40; CHEVAUX..8"*

Finally, the worry and work of inspections and sailing arrangements finished, on the morning of March 21, the march was made to the Embarkation Camp, about seven kilometres distant, and we entrained that afternoon for Brest, incidentally on our last trip in a box car. Two good hot meals were furnished us, and the next day we detrained at Brest and breathed freer as we looked off over the harbor, realizing now quite fully that we really were going home.

After a good meal at the convenient and efficiently managed mess-hall we began the hike up over the hill to the great camp through which all troops must pass before finally boarding ship. Reports of conditions here had made our visit appear none too pleasant, but good tents with dry floors, real spring cots, and extra blankets helped much towards general content. It might have been far worse, we thought, as we lay on a comfortable set of springs for the first time in a long while. Duckboards kept us out of the mud, food was good, and had it not been for the rain and chill accompanying it, all would have been serene. But we were glad to find out that we were not destined to stay long, nevertheless, and all ears were strained for news of our boat.

Suddenly, as usual, the orders came to prepare, and on the afternoon of the fourth day of our stay we started "through the mill." It began with an inspection of equipment followed by a bath for the entire Company. The bath proved the feature, as few had ever bathed with quite the same system. At the toot of a whistle each move was made, from start to finish; so long to undress, so long to get to the showers and toss your underclothes into a huge container as you passed; so long on the first shower; so long with soap and kerosene; so long on second shower; then rush to the counter for an issue of clean underwear, socks, and a towel; then so long to dry and dress. Many will have to confess to being rather slow dressers, as more than a few leggings were wound on outside by the breathless recipient of Uncle Sam's latest bath. The whole procedure could scarce have taken fifteen minutes.

The noon of March 26 found us started and well on our way to the docks in a drizzle of rain. Luckily it cleared bright and sunny as we reached the water's edge and about two o'clock we filed aboard a tender to be taken out into the harbor to board our transport, the Mount Vernon, which, as we learned, was to clear at 7.30 that night. Little enthusiasm was shown, as we had marched the entire distance from the camp to the docks at "Attention" and with orders to remain quiet under any conditions, at the cost of perhaps not leaving France, a chance which few wished to take. We were each given by the Red Cross workers at the wharf a pair of knitted socks which contained chocolate ration, cigarettes, tobacco, and jam, and once again realized the tremendous good work which has been done by that organization in France.

Soon we felt the slipping away of our tug from the wharf as we began our short trip out. It was then that the realization of having left France came as we watched the wharf disappear, and when the huge stern of the Mount Vernon hung over us a little later we knew that the day of days had actually come. After a wait of some time for a tender which had arrived before us to unload her troops, we drew alongside and started aboard, unslinging our packs in the quarters given us some five hours after we had slung them in the camp.

A good meal was furnished us that evening as the Mount Vernon weighed anchor and we were started on the last lap for home.

STREET IN BREST CAMP

THE MOUNT VERNON ENTERING BOSTON HARBOR

## CHAPTER XVI

BY way of a fitting conclusion to our book, all that happened after our sighting of the homeland should by all means be included; hence this brief rehearsal of events.

Our return trip across compared in no wise to our trip going "over there," except perhaps the rather crowded quarters to which we were assigned. Food was excellent and there was plenty of it. We ate twice a day in the mess-room and had besides for a noonday lunch two sandwiches apiece. There was little sickness, owing to much better weather, and to the fact that we were aboard one of the best transports in the service, the once-torpedoed Mount Vernon, formerly the fast mail steamer Kronprinzessin Cecilie, the famous German ship which eluded the British Navy and was interned in this country at the outbreak of the war.

The Mount Vernon carried the vanguard of the 26th Division, the first troops of that Division home, and included divisional headquarters troop, the 104th Regiment of Infantry, 101st Engineers, and, of course, our division commander, Maj.-Gen. Harry Hale with his staff.

Met by a fleet of sub-chasers as we lay at rest in President Roads outside the harbor, awaiting high tide, we were escorted by them up the harbor, meeting many excursion steamers jammed with our own folks. News of the great welcome had reached us through the deluge of news-

papers sent aboard from one of the sub-chasers, and we needed no further courier to place us in highest anticipation of what awaited us. The first whistle to welcome us came from Deer Island, and from that time until the great liner lay at rest at her dock, a bedlam of whistles tooted their noisy welcome. Just a tinge of disappointment was ours, when we learned that no one could leave the ship before we were all to leave the next morning for Camp Devens; but to be really sleeping alongside good old Boston and our own homes was a goodly measure of satisfaction.

In the dark of early morning, breakfast was served, packs rolled, and our canvas bunks taken down and packed for laundering. We marched off the Mount Vernon at 8.30, immediately boarding the train for Devens. Lining our route, people waved and shouted their welcomes, houses were decked with flags, and a repetition of our noisy welcome of the day before came from the whistles of factories and locomotives.

In a drizzle of rain we reached Devens, unloaded from the comfortable day-coaches, and marched to temporary quarters in tents, to await our baths, physical inspection, and reassignment to permanent wooden barracks.

"E" Company's turn to bathe came late at night, and the remainder of a cold, wet night was spent in the tents, and the next day each was given quarters in the buildings and a good cot bed—luxury indeed.

Passes were granted for leaves home almost immediately, and all had that long-looked-for opportunity of seeing the folks.

Our men from other parts of the country, who had been assigned us in France from replacement divisions, soon began to leave us. We all hated to see them go, and realized then the ending of our comradeship,—that we were beginning to break up, and that "E" Company was soon to be a thing of the past.

After much drilling in preparation, the Division was reviewed for the last time by its commander, Major-General Hale, before the big parade, after which he was to leave for the South.

During the afternoon of April 24th, in a drizzle of rain, in automobiles belonging to and driven by members of the First Motor Corps, we were carried from Devens to the Charles River Esplanade in Cambridge. From there we formed and marched to Mechanics Building, where a huge banquet was tendered the regiment by veteran members of the First Corps Cadets. After an excellent dinner, during which the men and "vets" were one, our beloved General Edwards gave a short address, paying tribute to the men and officers of the engineers and giving due praise to our good leader, Colonel Bunnell. Cheers rocked the old building as he spoke.

No less an ovation did our regimental commander receive when he arose to speak. Colonel Bunnell thanked all warmly for everything

accomplished "over there," and the good support given him in all the work given the regiment to do. With great feeling he spoke of his love for us all, and not a man who heard him, and had been with the regiment all through, doubted. At the conclusion of his talk, Sergeant First Class Milliken of "D" Company, as representative of the men of the regiment, presented the Colonel with a "grandfather's clock," to be a reminder to him, through the future, of the men of the 101st Engineers. After the Colonel's thanks and few words of appreciation, Lieutenant-Colonel Bartlett led in three "rippers" with a "tiger" for the "old man."

BOAT BEARING MEMBERS OF THE 101ST ENGINEERS WELFARE ASSOCIATION WHICH CAME DOWN THE HARBOR TO MEET US

After marching back to the Armory, passes were issued to those living near Boston, and many slept at home, reporting the next morning at eight o'clock for the parade.

The Division Parade, heralded as the greatest Boston had ever seen, was held on April 25th. Headed by our old commander, Maj.-Gen. Clarence R. Edwards, we marched from Charles Street, over the usual route: Beacon Street to Park, Boylston, Arlington, up Commonwealth

Y. M. C. A. LUNCH ON THE COMMON BEFORE PARADE

Avenue to Massachusetts Avenue and return to Berkeley; thence to Boylston, to Massachusetts Avenue, to Columbus Avenue, and then to the finish, Park Square. The march was made with light combat packs, and, because of the day being extremely cold, was not difficult in execution. High stands bordered the streets the whole distance and were jammed with people, presenting a great sight indeed as one looked ahead into the banks of faces and flags. The city outdid itself in decorations, the flag-decked buildings seeming to wave their welcome with as much ardor as the people. From Park Square, the Engineers marched to the Wentworth Institute, where a plentiful supper was served, and from there were taken in automobiles to Devens.

After the parade, it seemed harder than ever to stick to Devens, awaiting discharge, and all of us were glad when that time did come. Only a few days passed, but they seemed weeks, as all were anxious to get through with it all and get home; we'd had enough. A memorial service for our dead was held in the Y. M. C. A. hut at Devens the Sunday before we were discharged, and the Colonel again thanked the men for the fine support which had been given him throughout the time spent in the service.

Our discharge from the service came on the morning of April 28th, "E" Company being the first company to be so honored in the regiment. The men came streaming down from the paymasters, faces wreathed with smiles and displaying a little more "pep" than usual. Hearty wishes of good luck and handshakes were exchanged by all, and "Finie la Guerre" was a reality at last.

Long live "E" Company!

HOME AT LAST

WATERING IN THE MEUSE

## "THE STABLE"

"WHERE'S so and so?" "Oh, down at the stable!" It was "the stable-men" to every one, when making reference to that body of men who took care of the wagons, mules, and horses,—not as in some other outfits, "mule-skinners," so in this brief section consideration of those men for the part of our activities which they well performed will be given.

From the beginning of its existence the stable was always a great source of credit to the Company. Horses and mules were kept well-groomed and shod, wagons in good condition, all about the animals clean, and always, —many a time on sudden notice and any old time at all,—wagons were on the spot to carry out their part of our work. To be "stuck" was unheard of—they always got through somehow—the resulting report being invariably, "No trouble." Rarely was previous notice given of coming inspections, but equally rarely were "E" Company's stables severely criticised, those inspections rather resulting in a compliment.

The stable was in charge of Sergeant Richardson during the whole period of its existence beginning with the assignment of two draft horses in Rolampont. The first man rated was Gordon Joyce who was made wagoner and later blacksmith.

With the arrival of saddle horses and our quota of mules at Sorny, the stable work began in earnest. Green mules had to be shod and broken

in which was a job of no mean proportions. The mules were swung to the ground to be shod and besides being a task for some five men, considerable risk was taken of a "regular" kick as the procedure was usually accompanied by a struggle from the mules. The "breaking-in" was a feature, too, as the mules balked, kicked and generally refused to obey. A nightly occurrence was—until a few mules got away—a rather exciting bit of entertainment as many tried to ride the green animals and few succeeded. Runaways were not infrequent as the old harness broke often.

The daily trips of the all-important ration wagon to the supply depot in our rear were begun in Sorny and, though then only a matter of a quiet drive of a few kilometres each day, proved many a time during the following months one of the toughest jobs of the stable. The first long haul was made from Amblenay-Fontenoy to Humberville and thence to Gironville on the Toul front.

Horses were always considered above price and to be saved at all cost, even life itself. At times of the Company's "standing-to" or going ahead in attack, the horses were always in harness at the time and preparations made to move office and supply equipment immediately. Work in the lines was always directly dependent upon the delivery of the necessary material to our work as engineers, and trips must be made to near front-line positions with barbed-wire pickets, picks and shovels, sand-bags, lumber, or cement. On many a night the rattle and bang of a combat wagon as it bumped along over a road or on its passage by a wood being gassed or shelled by Fritz in his search for our batteries, made many of us consider ourselves the more fortunate that we did not have to stick to the roads and we could avoid such places.

With but few exceptions, our stable has occupied the same position as ourselves, the only one being possibly the situation at Beaumont, when it was located in Mandres, which was almost as frequently shelled as our own town. Gas was plentiful, and masks had to be placed on all the horses and mules which, as can be well imagined, was no small job.

From the time of the advance at Château-Thierry until the armistice, life was none too agreeable. The wagons followed the Company throughout, now losing the route of its advance, and again having the misfortune to have a wagon sink near hub-deep in mud, taking the efforts of the combined crew to extricate it. Shell-torn roads combined with either shelling or rain created a condition not exactly most agreeable, yet they went through.

At the Argonne, the first loss of any animals occurred. Picketed among the trees on a slope facing the Boche, a deluge of shells was poured into the midst of the area, killing two horses and a mule. All-day trips for water over an exceedingly bad road, helping to haul guns into position and truck-

ONE OF THE WAGONS

THE COMPANY BLACKSMITH

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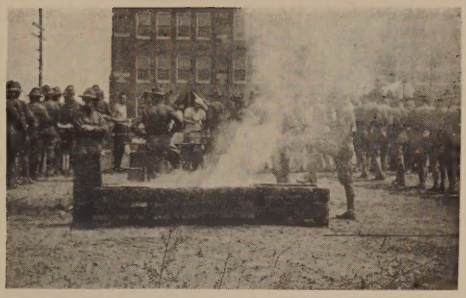
ing stone and logs to the section of road needing repair were some of the varied duties of the "stable gang."

During the long hike out of the lines to Esnouveaux, the wagons followed the Company, and it was there that part of the equipment was turned in, the remainder being turned in at Poulangy, thus finishing the work of our stable. And once again those wagoners and helpers joined the ranks with their fellows.

GOING TO WATER

MAIRIE, DOULAINCOURT
HAUTE-MARNE



MESS LINE AND INCINERATOR,
CAMP WENTWORTH

## "E" COMPANY DIARY

Sept. 24. Word to leave arrived about 11.30 A.M. Entrained at Back Bay Yards at 12.40 A.M.

Sept. 25. Rode in day coaches to New York. Detrained at Harlem Freight-Yards about noon and took boat down river to Cunard Docks, around Manhattan. Boarded S.S. Andania. Allotted quarters and were kept aboard. Canteen open. Opportunity to telegraph. "E" Company guard placed; 30 posts.

Sept. 26. Decks cleared to leave port in early morning. Cleared at 7.00 A.M. bound for Halifax.

Sept. 27. Good weather. First inspection on board. Details to different parts of the ship for policing. Places at boats and rafts assigned and instructions given. Sea very calm. Course gradually shifted to northeast. Instruction in manual of arms given new men each morning.

Sept. 28. Land sighted on port side; sailing into Halifax. First evidences of war; guns mounted on high ground; harbor blocked by string of rafts; war-ships ahead signal by light flashes through thick haze. Many transports and destroyers passed; liner in camouflage presents strange sight. Rained in afternoon and continued through night.

Sept. 29. In afternoon Captain Brush held school on first part of Non-Coms Manual. Schools to continue. Ours the last transport to coal. Convoy steamed in single file down harbor. Band played all way out. Boats at docks salute by dipping of colors. Full moon, beautiful night. No lights visible. No smoking or lighting of matches on deck after dark. Must now carry life-belts at all times. Ten vessels in convoy.

Sept. 30, *Sunday*. In afternoon Chaplain held services in mess-hall. Weather changed to high wind, with heavy rain in early afternoon.

Oct. 1. Stormy. "E" Company staged three boxing-bouts in quarters in evening.

Oct. 3. Prevailing high wind. Heavy sea continued during day, spray breaking over lower decks. Quite cold on deck. Captain held school in afternoon on the rifle; cleaning, etc. In evening very enjoyable concert given in dining-saloon, benefit Seamen's Institute, Liverpool.

Oct. 4. Warm day. Wind died down, but heavy roll continued. Ships now travelling three abreast. Had physical drill under Lieutenant Chisholm in the afternoon. Opportunity furnished to cable home through Cunard Company, cable to be sent immediately upon arrival.

Oct. 5. Lieutenant Chisholm gave talk on explosives in afternoon. In evening, "E" Company put on "war-baby" show in mess-hall.

Oct. 6. Mean weather. Drizzle started in early afternoon. Wonderful effect produced at night by phosphorus on surface of sea.

Oct. 7, *Sunday*. Joined by convoy of torpedo-boat destroyers which took positions on all sides. Small long boats of speedy type, American and British. Life-belts now worn at all times. Chaplain held services.

Oct. 8. In afternoon crew started taking barracks-bags out of hold.

Oct. 9. Packs rolled and bunks policed in early morning. Land sighted off starboard bow—Wales. Docked at Liverpool in evening after very pretty sail along coast. City in darkness, with searchlights playing into sky. Disembarked shortly after midnight and immediately entrained at dock. Each squad assigned to one compartment in cars, which did not afford much opportunity for sleep.

Oct. 10. Passing at daybreak through beautiful country. Reached Southampton in middle of forenoon. Marched to Rest (?) Camp on Common, about two miles outside city, and near Shirley. Assigned to small conical-shaped tents, ten men to each one. Part of 102d Infantry and many "Tommies" in camp. Had roll-call each day at three o'clock, and if no orders were received at that hour, were given leave until "Taps." City in complete darkness and few stores open. First chance for "feed" taken by every one.

Oct. 11. Packs rolled every morning for expected move. Many "Aussies" arrive at camp. Striking personalities and well liked by Americans. Among attractions in city; the trams, Bargate, parks, moving pictures, Hippodrome, salt-water baths, and Y. M. C. A. Hut.

Oct. 12. Day's work consisted of policing and short drills in morning, with short inspections in afternoon.

Oct. 13. Floors of tents very wet. Hiked in morning through rain. First stew from Company kitchen. Much appreciated.

Oct. 14, *Sunday*. Many took opportunity of full afternoon off to walk through surrounding country. Very pretty. Australians left camp.

Oct. 15. Rainy and cold. City still attracted many, but much time spent in getting acquainted.

Oct. 16. Rained hard. Infantry left camp. Dismissed for the day.

Oct. 17. Wet. Had inspection of equipment.

Oct. 18. Ordered to fall in with packs at 11 o'clock. Issued travelling rations and marched to docks. Boarded small French side-wheeler La Marguerite. Were crowded into close quarters. Hydroplane circled over boat many times. On way out into Channel, saw many boats which had been torpedoed, lying in dry-dock for repairs.

Oct. 19. Few able to sleep during night. Docked at Le Havre about midnight, but remained aboard steamer until after daybreak. First German prisoners

seen in pen opposite landing. Formed on docks and immediately started on memorable up-grade hike, about four miles to Rest (?) Camp on summit of high hill. This camp considerable improvement on one at Southampton. Commanded fine view of entire city, mouth of Seine River and Channel. Quarters the same as at Southampton, but dry. German convalescent prisoners were in pen adjoining camp grounds. British Y. M. C. A. gave a good concert in evening.

Oct. 20. Captain gave short talk before noon mess. Word arrived to leave at midnight. Fell in at eleven and marched to trains.

Oct. 21, *Sunday*. Entrained and were under way before daylight. Passed through a very pretty country, noticeably in contrast to England. Apparently not so well kept. Day foggy. Passed Versailles in the afternoon.

Oct. 22. Hot coffee with rum "stick" in it served *en route*. Passed through Chaumont at 11.20 A.M., arriving at our destination, Rolampont, at 12.45. Marched through centre of town to Company street, where billets were assigned.

Oct. 23. Immediately got started setting up of cook-shack and general cleaning-up. Set field ranges in street.

Oct. 24. Now being issued English rations. Very slim. Good chance to buy food from French but nearly every one "broke."

Oct. 25. Drills started.

Oct. 26. Regimental parade in morning. Streets muddy from rainy weather. Fields about town very soft and hindered drilling.

Oct. 27. Hike called off on account of rain.

Oct. 28, *Sunday*. Chaplain preached on "Loyalty." Cooks served good mess at noon, best we had had since we left America. Light snowfall.

Oct. 29. Regimental hike of about nine kilometres. Cooks moved into small shack on Company street. Stoves all set up inside and additional conveniences made. Efforts made to better living conditions. Streets cleaned and manure piles moved.

Oct. 30. Company re-squadded.

Oct. 31. Company inspection and muster by Major Estey at 10 A.M. Streets looking better. Big roller used to advantage. Samson had foot crushed badly by roller.

Nov. 1. Regiment hiked to Fort Ligneville, dated 1874–79, located on top of neighboring hill. First mail received in evening.

Nov. 2. Building detail picked to construct Company storehouses near railroad tracks. Hands and muscles sore after first day of excavation work.

Nov. 3. Hike of about eight miles. More mail received.

Nov. 4, *Sunday*. Rev. Mr. Boyce of the Y. M. C. A. preached at the morning service. Band concert in the square in afternoon.

Nov. 5. First barrack of the four completed by "E" Company. Ceremony of nailing the American flag to the ridge-pole properly accompanied by vigorous yells. "Eco's" first triumph. Captain pleased. Drills and hikes continue throughout inclement weather.

Nov. 6. Lieutenant Hadley joined Company. Another barrack started by detail. Drills and inspection.

Nov. 7. Bath for Company started.

Nov. 8. Another barrack started in Lannes.

Nov. 9. Rain continues. The Company Victrola arrived; to be passed to the different billets in town.

Nov. 10. Drilled in rain. Company office now practically finished. Small back room especially good for the purpose. Work about town on streets nearing completion.

Nov. 11, *Sunday*. Rain as usual. Inauguration of setting-up exercises, by platoons after reveille formations. Chaplain's sermon on efficiency very good and interesting.

Nov. 12. Fair day at last. Mud, rain, and wet feet every day an expectation. Company divided into platoons, Sergeant Chisholm, first, Sergeant Day, second, Sergeant Cleaves, third, Sergeant Campbell, fourth.

Nov. 13. Another beautiful day, but considerably colder. Road-work, Company details and drill. Fields muddy. Regimental review in the afternoon.

Nov. 14. Heavy frost. Drill continues. Hike in the afternoon. Bath-house completed.

Nov. 15. Platoon drill in morning. Hard drill by the Captain in afternoon. Long French truck-train passed through Rolampont towards Langres. Large guns being transported to southern front.

Nov. 16. Details busy in Company street and on roads. Baths taken by the entire Company. The first since Southampton.

Nov. 17. Good day. Drills. Detail sent to work on rifle range.

Nov. 18, *Sunday*. Fine day. Interesting service. Chaplain's text, Cowper's hymn, "God Moves in a Mysterious Way His Wonders to Perform." Cake for supper.

Nov. 19. Bath still operating, with man assigned. Large part of Company on detail about Company area.

Nov. 20. Detail and drill.

Nov. 21. Poured rain all day. Beauchemin detail picked, Lieutenant Bateman in charge. Trucks used for transportation.

Nov. 22. Cloudy. "O day great and glorious,"—pay-day. Were paid at night for September and October. Every one "broke" since arrival.

Nov. 23. Captain Brush, Lieutenant Hadley, Lieutenant Chisholm, and Lieutenant Foley; Sergeants First Class King and Condit left for school at Gondrecourt in early morning. Detail picked under Sergeant First Class Payson for barrack-work in Langres. Weather continues cold. Plenty of mud.

Nov. 24. Rainy and disagreeable. Colds are prevalent. Work everywhere disheartening because of conditions.

Nov. 25, *Sunday*. Rained all day. Church services in morning. Chaplain's text, "Theft."

Nov. 26. Colder and light snowfall.

Nov. 27. Snow, rain, and hail all day. Snow remained. Weather so bad that work on barracks jobs impossible.

Nov. 28. Mean and wet. To-morrow Thanksgiving. Big preparations.

Forty-two big mince-pies ready. Cooks work all night. Sergeants Buxton, Eastman, Hutcheson, and Polley return from Paris with a small fox.

Nov. 29, THANKSGIVING DAY. No duties. Reveille at 8.00. Mess 8.30 and 2.30. Football game in morning. Y. M. C. A. opened. Mean weather. Full day.

Nov. 30. Weather bad. Remainder of Company not detailed drill.

Dec. 1. December started with poor weather. Seemed no let-up. New barracks still arrive on trains. Evidently much of this kind of work ahead.

Dec. 2, *Sunday*. Began a fine day. Snow in afternoon. Church services in the morning. Chaplain's text, "Honesty." Many passes to cities of Langres and Chaumont now being granted. Both mighty well worth seeing. Few had passes to Paris.

Dec. 3. Detail under Sergeant Shulver left for work at Nevers. Sergeants Polley, Langworthy, and Litchfield with eight others from the regiment to go to Saint-Nazaire after Ford ambulances.

Dec. 4. Very cold.

Dec. 5. Detail left for Leffonds. Lieutenant Wallin in charge.

Dec. 6. Beauchemin detail moved to that town, living in newly constructed barrack.

Dec. 7. Sergeants Chisholm, Campbell, Hurter, and Cleaves return from a four-day furlough in Paris. Only work a wood detail at Rolampont.

Dec. 8. Sergeant Campbell with detail left to join barrack detail at Leffonds, cleaning up practically all the remainder of the Company, excepting those on permanent regimental details. Sergeant Hurter in charge of detail supplied whole regiment with wood.

Dec. 9, *Sunday*. Cold, gray day.

Dec. 12. All details paid.

Dec. 13. Beauchemin detail to Faverolles. Saint-Nazaire detail returns after very successful trip with automobiles.

Dec. 17. First heavy snow of season.

Dec. 19. Work continues. Snow remains.

Dec. 20. Paid for November.

Dec. 23. Details the same. Exceptionally heavy frosts covered everything.

Dec. 24. All details, excepting the one at Langres, received sudden word about 10 A.M. to return to Rolampont. Sergeant First Class King returned to Company.

Dec. 25, CHRISTMAS. Snowed all day. Entire Company, excepting the few men at Nevers, assembled at Rolampont. Armory boxes containing Christmas packages opened in morning. Remainder of day taken up with details. Orders to move received and train loaded. Many worked practically all night.

Dec. 26. Very cold. Left Rolampont at 3.00 P.M. Lucky to have passenger accommodations. Arrived Gudmont at 5.00 P.M. Late in evening had mess, two hardtack and a cup of coffee. Known that we would not move before morning. Waiting-room in the depot crowded. Some found quarters in town, but many passed night on cars. Coldest night in France.

Dec. 27. In the morning sudden orders given to leave train. Train pulled

out before all off. Later returned and pulled us over the hill to Doulaincourt. Many men in bad shape from exposure. Barrack-bags all carried from train-yard to billets. Very hospitable town and well liked by all.

Dec. 29. Reassigned to billets and time spent in getting straightened out. Many men in hospital with grippe colds.

Dec. 30, *Sunday*. Had the turkey for noon mess that we were supposed to have had on Christmas.

Dec. 31, New Year's Eve. Watched in by a few, maybe.

Jan. 1. Detail of one hundred and fifty men to erect barracks left for Roches, in charge of Lieutenant Bateman.

Jan. 2. Barracks started on side of hill above Doulaincourt. Packages and mail arriving more regularly. King and Condit ordered to school again, this time at Langres.

Jan. 3 and 4. Weather; very cold. About 22 below Centigrade.

Jan. 5. Marks the death of Chauncey Bryant of Newton. One of the best of fellows and well liked by all.

Jan. 6, *Sunday*. First Sergeant Buxton left for school at Gondrecourt.

Jan. 7. Weather; milder with rain. Snow disappearing.

Jan. 8. Many "E" men in hospital.

Jan. 9. Roches detail went to Chantraines on same work.

Jan. 10. Work continued on barracks job on side of hill; two platforms. Lawson taken very sick with spinal-meningitis. Evacuated to Chaumont.

Jan. 11. A number of suspected cases of spinal meningitis taken from Chantraines and placed in quarantine at Neufchâteau.

Jan. 12. Weather remains wet and disagreeable. Life now becomes monotonous.

Jan. 13, *Sunday*. Rain and snow in the morning.

Jan. 14. Fine. Rumors of a move.

Jan. 15 and 16. Warmer with rain. Snow almost gone. Few men at Chantraines placed under quarantine for spinal meningitis.

Jan. 17. Pay-day. River and canal overflowed, flooding fields for miles.

Jan. 18. Work continues.

Jan. 19. Sergeant Shulver's detail returned from Nevers.

Jan. 20, *Sunday*. Fair and windy. Church services in the morning; band concert in the afternoon.

Jan. 21. Sun came out about noon. Very warm. An hour's drill in the afternoon under Lieutenant Milkowski. Much mail now being received, coming very regularly.

Jan. 22. Cold and rain again. Drill all day for those at Doulaincourt. Orders to move received. Barrack-bags loaded at night.

Jan. 23. Entrained early in the morning. Chantraines detail boarded the same train at Andelot. Detrained at Liffol-le-Grand. Marched about a mile to Fréville, arriving about 10 A.M. Now meet the other regiments of the division. "Joe" busy. The sound of the guns at the front could be heard plainly at night.

Jan. 24. Considerable time being given to cleaning and policing camp. Hard

drills. Very interesting to watch the infantry drill in the fields some distance away. Beautiful warm day and night.

Jan. 25. Artillery practising near by made quite a racket. Many took the opportunity to buy lace at Liffol-le-Grand. Huge Y. M. C. A. also much enjoyed.

Jan. 26. Drill periods lengthened. Received steel helmets, "tin derbies."

Jan. 27, *Sunday*. Regimental service at 10 A.M. "B" and "C" Companies marched over from Bazoilles. New allotment-blanks ready.

Jan. 28. Trench-work started at 8.00 A.M. Each company given a section which had to be finished in three days. Work night and day, six hours on and twelve off. "E" Company section very difficult on account of ledge rock.

Jan. 29. Cold night in trenches. Lacked enough tools to cope with rock in abundance.

Jan. 30. Very cold and raw. Gas-masks issued. Gas-mask and close-order drill in the afternoon. Trench-work called off.

Jan. 31. Stiff drills with gas-masks. New schedule of six and a half hours' drill made a mighty full day.

Feb. 1. Drilled in the morning. In afternoon hiked to small shack near Neufchâteau to have gas-masks tested with actual gas. Tear-gas used. Returned to Fréville where entire regiment was reviewed and addressed by General Edwards. He made a very favorable impression. An interesting speaker and a fine, straightforward type of man.

Feb. 2. Fifth fair day. Inspection of all government property in the morning. Afternoon on rifle range.

Feb. 3, *Sunday*. Another fine day. Services at Bazoilles. Short haircuts for all a regimental order.

Feb. 4. Last chance to mail letters.

Feb. 5. Drilled in the morning. Barrack-bags shipped in the afternoon. All 26th Division on way to the front. Spirits high.

Feb. 6. Drill and a cross-country hike in heavy marching order under Lieutenant Mattson in the morning.

Feb. 7. Most fatiguing two hours' drill with heavy packs in the morning. Iron rations issued.

Feb. 8. Entrained at Liffol-le-Grand.

Feb. 9. Arrived in the much battered city of Soissons about 9 A.M. Detrained immediately and started on the hike of hikes to Cuffies. Billeting detail sent ahead to destination at the front. Remained at Cuffies overnight. Some visited Soissons.

Feb. 10, *Sunday*. A day off. More visited Soissons and many the old German dugouts in the neighboring hills. Left at dusk for Sorny, which we reached at 8.30. Assigned to various caves as quarters.

Feb. 11. Entire Company on detail work. Field ranges set up. Dugouts policed.

Feb. 12. Real details begun. Practically whole Company on near-by roads, both new and old, quarrying, laying, and patrolling. French observation-balloon shot down by a Boche plane. Pretty piece of work.

Feb. 13. Details at work building up camp; office for the top-sergeant, shelter for cook-shack, officers' mess-room, and bath-house. Large-calibre French gun on opposite hill burst, killing two and wounding seven. Boche shelled light railway and engineer dump.

Feb. 14. Details continued. Quiet all along the front.

Feb. 15. Captain Brush leaves Company. Night active. Many Boche planes passed overhead towards Soissons. Searchlights and anti-aircraft guns busy.

Feb. 16. Work the same. Sketching detail started mapping our sector.

Feb. 17, *Sunday*. Hurry-up call for gas curtains. Much activity in the air, two planes brought down near by.

Feb. 18. Detail on road camouflage started work. Another detail also started repair of main communication-trench, "Bayou des Singes," to "Monkey Hill."

Feb. 19–20. Details same. Quiet along the front.

Feb. 21, 22, 23. Road-work now brings the men nearer the front line and they now know how it feels to have a shell come over and break near by. Men also shelled while at work in the trenches.

Feb. 24, *Sunday*. Ball game down in the valley between two teams from Company.

Feb. 25. Mr. Barber of the Y. M. C. A. arrived. Gillman detailed to help him. Practically all details in camp completed. Detail under Lieutenant Wallin started tunnelling road crossing over "Bayou des Singes" (monkey trench).

Feb. 26. Balloon in rear of Sorny attacked. Germans try to reach it with artillery and failing send over an aviator who forced it down. Observers jumped, landed with parachute near by. Cooks serve dinner intended for Washington's Birthday,—a good feed.

Feb. 27. Working details the same. Task system adopted on trench detail. A long walk now to work. Mail being received quite regularly.

Feb. 28. First big barrage sent over to cover raid by Americans.

Mar. 1. Snowed.

Mar. 2. Cold and windy. Snowed all morning.

Mar. 3, *Sunday*. Regular gas-mask inspection. Chaplain held service in Y. M. C. A. Cave. Paid in the evening.

Mar. 4. Cold with snow and rain. All details at work. First Lieutenant H. C. Drown joined Company, being transferred from "F" Company.

Mar. 5. Weather cleared in the afternoon. Warmer. Tunnel under road nearing completion. Trench-work advancing rapidly. Everything from "duds" and grenades to dead men being unearthed on "Monkey Hill."

Mar. 6. Men working on trench see French engineers at work excavating entrances of railroad tunnels blown up by Boche in last retreat. Fine day, Sergeants' meetings inaugurated by Lieutenant Mattson. Quiet along the front.

Mar. 7. Springlike day. Mail received.

Mar. 8. Trench detail got first gas. An air fight over "Monkey Hill." Boche executed the "falling leaf" and escaped. Y. M. C. A. now in full swing. Excavation of tunnel completed. Revetting started. Air-raids during night.

Mar. 9. Promise of "Blue Envelopes" soon.

Mar. 10, *Sunday*. Almost the entire Company worked in trenches as punishment for eating or losing their reserve rations. "Matty" refused to blame the rats. Torrey works (?).

Mar. 11. Beautiful weather. More mail to-day. Much activity, especially in the air.

Mar. 12. Revetting on tunnel, road-work and trench details as usual. Many air raids. Privates trimmed the non-com's 13 to 3 in a ball game.

Mar. 13. Another ball game between the same teams. Privates won 8 to 5. Issued 55 more rounds of ammunition, making 100 rounds now carried.

Mar. 14. Work on trenches finished. Started laying duckboards. Squad rolls made up before work.

Mar. 15. Mail received. French now taking over sector. New guns placed and many troops arriving. Squad-rolls shipped. No more mail accepted.

Mar. 16. Colonel came to camp. Blue envelopes create fireworks. French put over a barrage at night. Great sight.

Mar. 17, *Sunday*. Complete inspection. Baseball game with the 104th Infantry in afternoon. "E" Company won 18 to 8. Played a tie game of soccer with French soldiers 2–2. Shulver gets the wrong ankle pulled.

Mar. 18. Still laying duckboards in trenches. Detail worked on Neuville road. Rubber boots and 95 rounds of ammunition collected. Fireworks and barrages of bread-crusts and tin cans in No. 1 now a nightly occurrence. Payson sleeps (?). Does Richardson?

Mar. 19. Rained. Work continued as usual. Lieutenant Drown sick; evacuated to regimental headquarters. Turned in another blanket, leaving only one.

Mar. 20. Artillery fire in the morning; growing more intense. No work details, the whole town had to be policed.

Mar. 21. Left Sorny at 6.00 A.M., arriving at Soissons at 10.00. Quartered in old abbey. Boche shells dropping in city, railroad station and bridge being objectives. At night, Boche planes passed over city. All ordered in the cave below for two hours and a half. Three companies and many of French populace. Big raid on Paris.

Mar. 22. Arrangements made to move. Detail from each company sent ahead with baggage. Left Soissons shortly after noon and hiked nine kilos to entraining point, Amblenay-Fontenoy. Cold nights. Airplanes active.

Mar. 23. Entrained at 5.00 A.M. Crowded into box cars. Rode all day.

Mar. 24, *Sunday*. Arrived at Brienne-le-Château about midnight. Detrained and hiked to Créspy, six kilos. Billeted in barns at 3.30 A.M. Told we could sleep until 1.00 P.M. Hiked to Morvilliers, where again billeted. Band concert in the evening.

Mar. 25. Ten-kilo hike. Morvilliers to Soulains.

Mar. 26. Left Soulains for Colombey; twenty-two-kilo hike. Great record by Company. Not a man had fallen out. Major Chase enthusiastic over showing. "Matty" leads three for the Colonel. Word received that destination must be reached, Humberville thirty kilos away, the next day. Transportation furnished

for about one-half the Company. Left at 9.30. Remainder of Company rested over night for the big hike.

Mar. 27. No big hike. Trucks arrived and remainder of Company also rode to Rest (?) Camp at Humberville. First Sergeant Buxton and others rejoined Company.

Mar. 28. Inspection of all equipment; dismissed for the rest of the day.

Mar. 29. Heavy rain all day. Orders received to leave next day. *Some rest.*

Mar. 30. An all-day ride on motor-trucks to Vignot, where we were billeted for the night. Passed through Boucq and Neufchâteau.

Mar. 31, *Easter Sunday*. Six-kilo hike to Gironville. Billets in barns and unoccupied dwellings. All able to procure bunks.

Apr. 1. In first sector of lines held entirely by Americans and under American direction. Mail again accepted.

Apr. 2–3. Front very quiet. Details at work about camp. Dugouts in bad condition; water and rotten timbers.

Apr. 4–5. No work. Inspection of all equipment. Wagon train arrived.

Apr. 6–7. Work on dugouts continued. Americans sending over plenty of shells every morning.

Apr. 8. Started staking for second-line wire.

Apr. 9. Alarm called at 3.30 A.M. Company assembled quickly. Boche was expected to make attack at four. Received no further orders, so were dismissed and slept the remainder of the night with clothes on. Barbed-wire entanglement work on second line started. Ed. Wilson of Company "C," former member of Company "E," killed. Be prepared for Boche again to-night.

Apr. 10–11. Practically whole Company on wire work. Dugout for brigade headquarters well under way. Corporal Kearns in charge.

Apr. 12. "Jam" at Apremont. American shells break in Boche lines all day. Wonderful sights. Kitchen fed twenty-four German prisoners in the evening; one hundred and eighty-seven captured by Americans.

Apr. 13. Strenuous period for the 104th. Sector about Apremont much alive. Infantry action receives great backing by our artillery. Plans started for P.C. near Fort Gironville.

Apr. 14, *Sunday*. Paid. Various inspections. Had Jewish bread for rations.

Apr. 15. Work continues. Lieutenant Wallin, Sergeant Cleaves, and Corporal Denner on night work with the infantry. O'Neil captured an escaped German prisoner.

Apr. 16. New warrants announced. "Joe" now busy with rumor of 26th going home. Best one yet.

Apr. 17. Mean day. Mail received. Dentist at Company.

Apr. 18. Company divided into platoons; three platoons instead of four.

Apr. 19. Started barracks for artillery on side of hill near Vignot.

Apr. 20. Entertainment by Company talent. Songs by Nimons. Coffee and dates served for refreshments. "Nigger" Stuart "preaches" on "Why We Are Going Home."

Apr. 21, 22, 23. Work on barracks continues. Officers betting on the rumor.

Apr. 24. First barrack at artillery camp erected.

Apr. 25. List of those entitled to wear first-service chevron announced.

Apr. 26. Sergeants Campbell and Hurter and Corporals Langworthy and Martin detailed to Boncourt to supervise work on artillery emplacements and dug-outs. "Tough job." Second barrack completed. Erected in less time than the first.

Apr. 27–28. Details same. Third barrack finished. Best time of all in erecting.

Apr. 29. Rumor that 26th going home at full height. Why shouldn't we?

Apr. 30. Germans made big attack on Seicheprey. Large number being given passes to Commercy.

May 1. Wire detail of ninety-three men organized by Lieutenant Foley.

May 2, 3, 4. Beautiful days. Wire details doing good work.

May 5, *Sunday*. Chaplain of the 104th spoke in big theatre billet. Night detail of one hundred men worked on new front-line trench at Apremont. Terrific thunder-shower.

May 6. Fair. Expecting to move. "Joe" buried with full honors, "Scotty" Nivens and Torrey as stretcher-bearers. Parade of all those interested.

May 7. First detail left for Sanzey, Lieutenant Wallin in charge, to work the army corps dump at Leonval.

May 8. Heavy rain. Remainder of Company left Gironville in trucks for Menil-la-Tour. Billeted in beautiful big barn with the rest of the "animals."

May 9. Assigned bunks in Adrian barracks. Much policing necessary. More men sent to Sanzey detail. Y. M. C. A. actually breathes in this town.

May 10. Details handled as two different companies. Work started immediately. Material unloaded from standard-gauge for shipment on narrow-gauge to front-line dumps. Leonval dump enlarged. Salvation Army hut in both towns. Our "nickels on the drum" after this! S. A. for ours!

May 11. Rained at night.

May 12, *Sunday*, Mother's Day. Boncourt "laborers" returned to Menil-la-Tour.

BARRACKS AT FRÉVILLE

May 13. "Joe Latrine," of great happenings on this day, failed to materialize. "Boncourt boys" sent to work at Leonval.

May 20. Fine weather. Air activity. Entire Company takes "cootie" baths. Began to get the benefit of many of the good things wished for us by those at home. Boxing and music at Menil-la-Tour. Sam Weiner boxed.

May 21. Captain Langley joined Company. Practice game of ball in back of Salvation Army barrack. Men now getting passes to Toul.

May 22. Detail under Corporal Welch left to prepare for raid with infantry.

May 23. Elsie Janis sang and danced at Menil-la-Tour. "Heron Sisters" gave entertainment at Sanzey.

May 25. Sanzey detail moved to Leonval. Billeted in corrugated barracks adjoining dump.

May 26, *Sunday*. Defeated by "B" Company, 101st M. G., in ball game. First game on new diamond, thanks to Sergeant Richardson and Corporal Guild.

May 27. Men detailed to Boucq to assist Corporal Welch in making bombs, etc., for big raid.

May 28. "E" Company's Birthday. Leonval detail to Menil-la-Tour. Ball game between two details. Good feed and a fine show by Company talent in the evening. Regular day!

May 29. Company paid. Gas-masks tested in chamber. Bill Nimons has a "good time."

May 30. Day off. Baths. The big raid successfully made near Seicheprey. Infantry brought back the "Million-Dollar Kid."

May 31. Detonator thrown on fire at Leonval wounded Collins and Grant.

June 1. "Pop" Foley reported badly gassed. Four new sergeants appointed.

June 2, 3, 4. Rumors of another move.

June 5. Leonval detail left in the evening for Beaumont. Menil-la-Tour detail rode aboard narrow-gauge train as far as Mandres, through kindness of 21st Engineers. Wagons unloaded and men billeted. Largest part of Company billeted in town. Remainder in dugouts on side of and under road to Rambucourt, near batteries. Dugouts crowded and ventilation poor. Few buildings in town still standing.

June 6. Day spent in getting settled and looking over work to be done. Henry Miasek wounded in leg by fragment of gas-shell.

June 7. Two gas alarms during day. Nothing serious. Company called to "stand-to" at night. Told to dress and await orders. Germans were expected to attack at dawn.

June 8. No attack. Americans put over heavy barrage at daybreak, breaking it up. Lively sector so far. Started work on P.C.'s and Pill Box in Seicheprey.

June 9, *Sunday*. Work details as usual. New bath-house being installed. Boche hit ammunition-dump in town shortly after dark. *Some* fireworks! Welch, Holt, and Porter sent to hospital from effects of gas received in the big raid. Big infantry detail working on wire under direction of the engineers.

June 10. Sergeant Buxton asked for volunteers to put out fire in dump.

Fire extinguished in adjoining house, but work on dump itself too dangerous. Douglas and Hyberts wounded by bursting hand-grenade. Three-day trench fever prevalent.

June 11. Ordered again to "stand-to" at midnight. Heavy American barrage in early morning. Turned in French gas-masks. Too many shells for soccer.

June 12. Town bombarded, shells landing near Château.

June 13. Shelling continues, work also. Germans drop propaganda from planes.

June 14. Located trenches where we were to stand-to. Captain Langley, Corporals Johnson and Schau performed hazardous task of blowing up Minenwerfer shells.

June 15. Shelling at intervals. Lieutenant Drown rejoined Company. Boche came over at Xivray. Were stopped and piled on top of wire by machine-gunners.

June 16, *Sunday*. Day of the big "strafing." Shelling began at 3 A.M. Worst taste of hell ever. Sergeants Buxton and Moody, Privates Watson and Briggs, all seriously wounded. Lasser killed by concussion. J. C. Hanson and "Scotty" Niven shell-shocked. New bath-house, nearly completed, smashed.

June 17. Germans shelling our back areas.

June 18. Word received that Fred Watson had died of his wounds. Messenger arrived, and detail of volunteers hurried off to dig out five men who had been buried in their dugout by a Boche shell. Two dead when recovered. Dangerous place to work and many men who had volunteered for the work were ordered back to Company by Captain Langley.

June 19. Americans gassed Germans. All details called in from trenches.

June 20. "Pop" Foley rejoined Company from hospital.

June 21. Officers of new division look over area.

June 22. Rained in the morning. Mail received.

June 23, *Sunday*. Every one ordered under cover after 6.15 P.M. Bombardment by Huns expected. Nothing happened.

June 24, 25. Weather fine. Repairs on bath-house finished.

June 26. Day spent in preparation for move. Relieved by 82d Division. Started soon after dark on thirteen-kilometre hike to Menil-la-Tour. Crossed field to Mandres squad by squad at intervals. Tough hike and little rest. Billeted in barn.

June 27. Rested all morning. In the afternoon hiked to Choloy. Billeted. During the night aëroplanes attacked the town and near-by aërodrome. Dropped big bombs close to us. Rather a hardship after a hard hike.

June 28, 29, 30. Remained at Choloy. Good chance to clean up and rest. All needed it badly. Many visited ammunition-factory at Foug; large number of girls employed.

July 1. Orders to move. Loading details sent ahead. Twelve-kilometre hike to Pagny. Entrained.

July 2. *En route*. Train carried us to within seven kilometres of Paris, but immediately pulled out on another line. Many houses in suburbs decorated

with American flags. Detrained at La Ferté-sous-Jouarre and hiked to town of Chamigny. Another hike to Ferme la Rouge. Slept in "pup" tents in the woods near by. Château-Thierry ahead.

July 3. Company moved back to Chamigny on the Marne River. Town in good condition. Recently evacuated, few inhabitants remaining. Billeted in "pup" tents. Many bathed in Marne. Boom of guns very plain in the distance. Shells landed in town about five kilometres ahead.

July 4, 5, 6. Remained at Chamigny. Very quiet. Civilians wearing gas-masks.

July 7. Left Chamigny at 10 P.M. Hiked eighteen kilometres to woods beyond Montreuil, "Bois de Grosjean," relieving the 2d Engineers. Unslung packs and went to sleep—our first bivouac. Master Engineer Dorman attached to third platoon.

July 8. Area in woods assigned to each company. Some picked out holes for shelter and others dug new ones and pitched "pup" tents. Regimental P.C. started.

July 9. Noticeable superiority of American artillery in sector. Guide wires were strung along paths in woods. Details began work of winding wire on bobbins and making Ribard wire defences for use in the lines.

July 10. Mail received.

July 11. Rainy; pretty tough sleeping.

July 12. Still raining. Replacements arrived; also much mail.

July 13. Rained hard in afternoon.

July 14. Entire Company to drive stakes for wire entanglements. Rained very hard and detail not sent out by Major.

July 15. Whole Second Battalion, Major Greenway in command, left with full packs to stand-to in third line, then but a trace. Ordered to dig in and prepare to stay if necessary. Shift of Company several times. Boche drive expected. Shells landed close; much mustard and phosgene gas. Millett shell-shocked. "Doc" Beal, attached to "E" Company, gassed. "F" Company in bad position; many casualties. No attack; started back to camp.

July 16. Major Greenway, Captain Swan, Captain Brush, and Sergeant Denner taped out stretch of 2¼ miles of wire on first line of resistance in broad daylight and in full view of enemy. "D" and "E" Companies detailed to put up wire. Haskell hit by one-pounder while on way to lines. Much shelling. Considerable confusion in work. "D" Company man killed. Much gas encountered *en route* to work outside La Voie-du-Châtel.

July 17. Detail arrived back at camp at 3.30. Coffee and sandwiches served. Reconnaissance party spent afternoon searching for safer route to work. Men detailed to move tools from ravine to main road. Man recently gained from replacement, Private Pfrimmer, wounded. At night detail of sixty-four men under Lieutenant Drown left in trucks to co-operate in movement with infantry.

July 18. Corporal Fogg, Goodearl, and Cole killed; many wounded. Attack a success.

July 19. Detail of seventy-four men under Lieutenant Mattson and Master

Engineer Dorman, accompanied by Captain Langley, left on trucks for lines. Rode by trucks to outskirts of Lucy; then proceeded to Belleau. Captain ordered back.

July 20. Crosses placed on graves of Goodearl and Cole by volunteer detail. Lieutenant Mattson slightly wounded. Captain left in middle of night to take command of the detail.

July 21. Lieutenant Jackson, Sergeant Chisholm, and Sergeant Cleaves return to Company. Remainder of Company under Lieutenant Wallin moved to Torcy. Repaired road mined and shelled by Boche. Troops of all branches moving up; roads congested. Bivouacked for the night.

July 22. Men at Torcy busy repairing roads and burying the dead at night. Orders received and command, now under Lieutenant Mattson, moved forward twelve kilometres. Forced march.

July 23. Whole Company "Over the Top."

July 24. At night Company withdrawn from lines to work on roads. Worked all night. Awful odor from the dead.

July 25. French cavalry passed going in to attack. Frequent air-flights. Shelled during night.

July 26. Worked on roads all night; bridges, culverts, and shell-holes. Much Boche equipment left behind.

July 27. Salvage detail at work under Sergeant Eastman. Many Boche prisoners passing to the rear. Infantry relieved.

July 28. Tearing down houses in Epieds to build bridge across the river for the artillery.

July 29. Rested all morning. Moved at 1.30 to camp in Beuvardes Woods. Boche using captured French planes. Artillery fire intense. Heavy traffic of all kinds on roads.

July 30. Whole Company continues work on roads. Bridge blown up by Boche repaired. Shell landed in front of Lieutenant-Colonel's car as he was coming down road to inspect our work.

July 31. Another bridge repaired. Intense artillery action. Many guns moving into sector. 26th all coming out of lines; 42d relieving.

Aug. 1. Day of rest. Woods full of artillery and anti-aircraft guns. Boche planes coming over frequently. Germans seek our guns with their artillery. Shells landed close.

Aug. 2. Rained. Entire Second Battalion buried dead; many Bavarians and horses and mules also buried; many sick from the work.

Aug. 3. Left woods at 9 A.M. for Château-Thierry. Passed enormous gun emplacement which had been location of gun which had been used to fire on Paris. Château-Thierry badly shattered. About two hundred civilians there during German occupation. Billeted in large hospital; before the war an old convent.

Aug. 4. Twenty-two-kilometre hike to Nanteuil; mess at noon outside Charly. Billeted.

Aug. 5. One year in Federal service. Day spent cleaning new billets and rest (?).

Aug. 6. Company "decooterized" and new clothing obtained.

Aug. 7. Daily drill started. "No rest for the weary." Good show in evening by Y. D. amateurs.

Aug. 8. Regimental review. Lieutenant Mattson appointed Captain and First Battalion Adjutant.

Aug. 9. Rehearsed regimental parade. Parade in the afternoon. Hurter made Sergeant First Class; Dreger, Mess Sergeant; and Hutcheson returned to ranks as Senior Duty Sergeant.

Aug. 10, 11, 12, 13. Hard drills in hot weather. Many men given twenty-four-hour passes to Paris.

Aug. 14. Left Nanteuil in afternoon and hiked twenty-two kilometres to entraining-point just outside Château-Thierry.

Aug. 15. Entrained at 3 A.M. Fine day and enjoyed ride through the beautiful Marne Valley. Detrained at Châtillon-sur-Seine and after waiting around until midnight hiked to field outside town and pitched tents. Visited by Sergeants King and Condit, members of Company attached to school at Châtillon.

Aug. 16. Hiked to Nod; cleanest town yet. Platoons billeted in large tile-factory on Seine. No need of gas-masks or shading windows at night. Teams unloaded for the first time since at Beaumont.

Aug. 17. Drill. Sergeant King returned to Company.

Aug. 18, *Sunday*. Sergeant Priestley, the Company's clever "linguist" and slam-bang artist, left for home. Ball game with "F" Company. "F" Company won 2–0.

Aug. 19. Extra drill for non-com's between 4 and 5. Did they need it? Oh, no!

Aug. 20, 21, 22. Very busy schedule; no rest camp. Company "decooterized." Opportunity for bathing in Seine.

Aug. 23. Battalion manœuvres under our old Major; now Lieutenant-Colonel of 101st Infantry. More replacements received, landed July 12.

Aug. 24. Drills.

Aug. 25, *Sunday*. Service by Chaplain. Played ball against "B" Company at Aisey; "B" won. Evening parade. "E" Company made fine showing.

Aug. 26, 27, 28. Colonel has officers' drill after parade. Dramatic, to say the least! Sergeant Buxton back with Company, also Sergeant Francis, Corporal Welch, Dudley, MacMillan, Colaluce, and Ramponi. Many more replacements.

Aug. 29. Target practice. Company re-squadded. Y. M. C. A. entertainment.

Aug. 30. Started at 6 P.M. on hike to Châtillon, thirteen kilometres. Entrained.

Aug. 31. Detrained at Tronville; hiked to woods about a kilometre distant and pitched tents. Orders to move received at 10 P.M. Packs rolled and regiment moves on.

Sept. 1, *Sunday*. After an all-night hike on a slippery road arrived at the Bois de Ginevre. In the afternoon Chaplain spoke forcibly on "Fear."

Sept. 2. Another all-night hike to woods near Pierrefitte.

Sept. 3, 4. Rested. Master Engineer Dorman commissioned Second Lieutenant. A well-earned promotion.

Sept. 5. Packs rolled and at 11 P.M. regiment left woods in heavy marching order.

Sept. 6. Marched all night, arriving in woods outside Boquemont at 5.15 A.M. A tough hike. Many stops due to congestion of traffic.

Sept. 7. Another all-night hike. Passed through Rupt about 4.30 A.M. and ascended steep hill to Bois des Trois Monts, where we pitched "pup" tents.

Sept. 8, 9. Rained hard during both nights. Men ordered to keep under cover during daylight.

Sept. 10. No mess at noon; heavy rain put out fires. First Sergeant Buxton made Sergeant Major of Second Battalion. Corporal Crosby returned to Company.

Sept. 11. Left at 4 P.M. for a woods about two kilometres nearer the front. Pitched tents. After mess ordered to roll packs again and at 10 P.M. were on our way to the first-line trenches. Many troops of all branches on the move. A most miserable night; cold, dark, and rainy.

Sept. 12. Company divided at the P.C. Clothe, one-half to go over with the 103d and the other half with the 104th. Barrage started at 1 A.M. "A," "B," "D," and "F" at work on roads.

Sept. 13. Most of the Company at Saint-Maurice, a town which had been occupied by the Germans exactly four years. Attack a wonderful success. Many prisoners taken. Much abandoned food and beer. Boys had a good time.

Sept. 14. Detachment under Lieutenant Jackson joined Company at Saint-Maurice and Company then marched back to engineer dump in the Bois Saint-Remy, three days ago in the hands of Germans.

Sept. 15, *Sunday*. Colonel gave "E" Company the day off. H'ray!!!

Sept. 16. Paid. Lieutenant Drown rejoins Company. Started work on roads, which were in terrible condition.

Sept. 17. Sergeant Condit back on visit of observation. Enormous German concrete dugouts near by. Worked on the "Grande Tranchée Calonne." Sergeant Ripley in charge of small dump on road to Vaux.

Sept. 18, 19. Battery "A," 103d Field Artillery, firing from position very near us.

Sept. 20. Company went to Ranzieres for cootie baths.

Sept. 21. Company "decooterized" at Ambly. Band-concerts in the evening.

Sept. 22, *Sunday*. Day off. Service by Chaplain in the evening.

Sept. 23. Rained. Returned to Bois Saint-Remy. Men spent day fixing up places to sleep. Private Cleveland rejoined Company. Artillery active during the night.

Sept. 24. One year ago we left Boston. Fresh meat at last! Boche shelled near-by town intermittently all day. Lieutenant Schlotterer assigned to Company.

Sept. 25. Work on road continues. Captain Langley and Sergeant Ripley left for school. Lieutenant Drown in command of Company.

Sept. 26. Heavy barrage to the north, towards Verdun, in the morning.

Sept. 27. Rainy and disagreeable. Lieutenant Wallin took out detail of sergeants and corporals to take charge of infantry in work on trenches. Lieutenant Schlotterer assigned to third platoon.

Sept. 28. Company worked on road in the rain all day.

Sept. 29, *Sunday*. Commissary truck arrives.

Sept. 30. Work continues on road. Clear, cold night.

Oct. 1. Lieutenant H. O. Jackson left Company to take up duties as Second Battalion Adjutant.

Oct. 2. Heavy firing on our left in the early morning. Company "D" leaves woods for another location. "E" Company made comfortable in former German dugouts in vicinity.

Oct. 3. Good weather. Camp shelled at 2.10 A.M. "D" Company's kitchen hit; somebody's sleeping-quarters blown up into a tree. Mintz loses fingers investigating a grenade.

Oct. 4, 5. Work continues.

Oct. 6, *Sunday*. Time set back an hour at midnight. Day off. Plenty of blackberries in woods about camp. Corporals Allen and Welch made Sergeants. Sergeants Thomas and Watson, Privates Frenier and Adams, back from hospital.

Oct. 7, 8. Rainy. Little activity at front. Road-work continues.

Oct. 9. Heavy frost. Paid at noon. Planes overhead at night.

Oct. 10. Strong smell of mustard-gas in woods during morning. Packs rolled after noon mess. Left camp at 5.30, passing through Vaux and Ranzieres and pitching tents at 9.30 on hillside near Genicourt.

Oct. 11. Messed late. Many made fires and roasted potatoes gotten from fields near by. On our way again at 6 P.M. After a long hike at an exceedingly stiff pace reached outskirts of Verdun at 11.30 P.M. Billeted in partly demolished houses. A few shells came over us into city.

Oct. 12. Many from regiment visited famous city of Verdun. City shelled at intervals.

Oct. 13. Regiment was assembled for services by the Chaplain at 10.30 in a large shed. No shells landed in city all day or last night. French say it was the first day in four years that the city had not been shelled. Good news received that Turkey and Austria had quit. Rumors of an armistice.

Oct. 14. All rumors of peace shattered by shells landing all about our Company area. Long-range rifle firing from our right.

Oct. 15. Overcoats issued. Left at 7.30 in evening and hiked through rain and mud to our destination, the town of Champ, ten kilometres ahead. Not enough dugouts for all, and part of the Company with the wagon-train moved on to Champ-Neuville.

Oct. 16. Rained. Day spent in cleaning up and fixing dugouts. Occupants listed.

Oct. 17. Started work on the road leading back to bridgehead. Road had to be torn up and relaid. Material obtained from demolished houses.

Oct. 18, 19, 20. Much air activity. Whole Company at work on road. Lack

of candles caused mean situation; men in small groups and only one or two candles to a platoon.

Oct. 21. Fine weather. Winter underwear issued.

Oct. 22. Detail ordered to make report on capacity of all dugouts in the vicinity.

Oct. 23. Artillery on opposite side of river firing continually from the early morning until noon. Aëroplanes active. Road-work progressing very satisfactorily.

Oct. 24. Supplies obtained from commissary by Lieutenant Schlotterer. Heavy artillery fire in the evening.

Oct. 26. Received copy of order relieving General Edwards of his command, also accompanying order from General Edwards commending the division on its work under him.

Oct. 27, *Sunday*. Weather fine. Only Company in the regiment that rested because of our good showing on the road-work. Boche planes dropped bombs near town.

Oct. 28. Quarry detail doing good work getting supply of rock ahead for work on other end of road.

Oct. 29. Much air activity. Detail under Sergeants Welch and Allen placed culvert under main road. New issue of clothing. Rumors that Austria had quit.

Oct. 30. More light railway obtained. Mules now haul stone to extremity of work. Authentic reports received that Austria had surrendered.

Oct. 31, Nov. 1. Company continues road-work. Company "F" taking over work on the farthest extremity of the new road and working towards us.

Nov. 2. Rained in afternoon. A few shells landed in the town during early morning; several in large dugout had close call.

Nov. 3, *Sunday*. No work. Short inspection of equipment. Many took a bath or washed clothes.

Nov. 4. In the afternoon an American balloon was brought down in flames by daring Boche aviator. Donation of cookies, chocolate, and cigarettes from Y. M. C. A. through efforts of Lieutenant Schlotterer.

Nov. 5. Captain Tarbell assigned to "E" Company, relieving Lieutenant Drown. Lieut. H. O. Jackson returns. Second suit of heavy underwear issued.

Nov. 6. Captain Tarbell spoke a few words to the men before the evening mess; made a very good impression.

Nov. 8. Rumors of an armistice after 2.00 P.M. to-day. Sergeants Allen and Ripley, Corporals Martin, Denner, Thomann, and Garland to report to Lieutenant Dorman each day for work with infantry on wire entanglements.

Nov. 9. Received sudden orders to move forward. Left Champ at 8 A.M. and hiked to main road opposite town of Beaumont. Unslung packs and immediately started work. "75's" on the side of the road opened up and drew return fire. No one hurt. Bivouacked on side of hill facing Boche lines. Heavy frost.

Nov. 10. Work under direct observation. "H.E." and gas-shells landed close. Many sick from the gas. "E" Company received order to go "over the

top" with the infantry in the morning. Luckily order was countermanded. Strong rumors that hostilities cease at 11 A.M. to-morrow.

Nov. 11. Very quiet in the early morning; light shelling after daybreak. Many guns had moved in during the night. At 10.30 they opened up with a terrific noise. Firing ceased at precisely 11. Furloughs granted six men from Company. Flares and fires at night in celebration of armistice.

Nov. 12. Road-work continued. Souvenir-hunters, staff-officers, the band, and other sightseers came up from the rear.

Nov. 13. A very cold night. Heavy frost. Worked on the road in the morning. Packs rolled after mess at noon. In afternoon Company started for the rear. Bivouacked at Bras. Numerous camp-fires. Fire built upon an unseen hand-grenade exploded it, killing Sergeant Henderson of "D" Company and wounding two others.

Nov. 14. Cold with frost during the night. Nine more men get *permissions*. Hiked to Bois de Thierville below Verdun. Almost all the Company billeted in one barrack.

Nov. 15. Hiked to Bulainville.

Nov. 16. Very cold day. No move. Reveille late. Inspection of equipment at 10 A.M. Third platoon detailed to wash all wagons. Sergeant McGlone returned to Company. Lieutenant Wallin and Sergeant Payson left for school.

Nov. 17. Another cold day. Twenty-six-kilometre hike to Erize-la-Brûlée. Every one pretty tired.

Nov. 18. New promotions announced in the morning. Hiked to Guerpont, where we billeted in a large building, most of "E" Company on the bottom floor. Lieutenants Drown and Schlotterer received orders to leave for the United States.

Nov. 19. Cold and windy. Lieutenants Drown and Schlotterer leave for home. Lieutenant Schlotterer now a first lieutenant. Hiked to Hévilliers.

Nov. 20. Hévilliers to Cirfontaines. Socks, Y.D.'s, and service-stripes issued.

Nov. 21. Cirfontaines to Prez-sous-Lafauche. Colonel tells Company to-morrow will be last day of hike. Cooks doing good work. Very good meals had been served throughout the march.

Nov. 22. Arrived at Esnouveaux one hundred and seventy kilos from our position at the front. Everybody glad the hiking is over.

Nov. 23. Day given to rest and fixing billets.

Nov. 24, *Sunday*. Our first opportunity to write home since the armistice. Bishop Brent addressed the regiment at the morning service.

Nov. 25. Back to drill; five hours a day and retreat formation at 4. First men to go on furlough returned; had a fine time. Every one now anxious to go.

Nov. 26. Drill. More work on billets; necessary in compliance with new orders. Platoon sergeants reassigned; first platoon, Hutcheson; second, Hurter; third, Bent; fourth, Thomas. Captain holds sergeants' meeting after retreat each day.

Nov. 27. Drill. Detail decorated mess-hall for Thanksgiving.

Nov. 28. Divisional commissary truck operates in this town on scheduled dates.

Nov. 29, Thanksgiving Day. Football game between First and Second Battalions in the morning. Score 0–0. Does Lieutenant Norris put it over? We guess not! Mess at 3. Best feed we ever had in France.

Dec. 1, *Sunday*. Cold. No services to-day.

Dec. 2. Drill now getting more advanced. Received our barrack-bags. Had not seen them since they were left at Humberville, March 30.

Dec. 3. New order calls for ten minutes' exercise after reveille. Schedule a strenuous one. Guard mounts formal.

Dec. 4. More men left on furlough.

Dec. 5. Officers and sergeants went to Forcy to attend demonstration by staff officer on "How to get results in drill." Corporal Samsel in charge of Company drill.

Dec. 6. Drill in the morning. "E" Company chosen to escort the colors in the afternoon. Huge success(?).

Dec. 7. Inspection of equipment by platoons in the morning. Bath-house in operation.

Dec. 8, *Sunday*. Almost the whole Company on detail in the morning. Services by Chaplain at 10 A.M. Soccer game with "F" Company in the afternoon. "F" won 1–0. Pie for mess.

Dec. 9. Entire regiment except "F" Company and Second Battalion Headquarters assembled on the drill-field at 10 A.M. Short address by Major-General Hale, new commander of the division.

Dec. 10. Drilled all day in the rain. Mail coming in regularly. Men returned to the Company from hospitals.

Dec. 11. Again drilled in the rain. Divisional cootie-cleansing machine in town.

Dec. 12. Heavy rain. Lieutenant Drown held school in the mess-shack; guard duty and the nomenclature of the rifle. "Qualification-blanks" filled in.

Dec. 13. Drill. Detail improving conditions about mess-hall.

Dec. 14. Inspection of equipment on side hill back of mess-hall. Sergeants Cleaves and King, Corporal Plummer and W. C. Smith return to Company. First Red Cross Christmas packages arrive from home.

Dec. 17. Wet weather. Whole Company took cootie baths. Lieutenant Stanley assigned to "E" Company. Corporals Crosby and Smith, Heath, Coppinger, and Butler returned.

Dec. 18. Very cold and rainy. Regiment hiked to within two kilometres of Nogent and formed in single line along the road; rehearsal in case of an inspection by the President. Detail left for bridge school at the Water Polygon, Langres, Lieutenant Drown in charge; Sergeants Thomas and Parmenter and one squad from each platoon. Lieutenant Martin joined Company.

Dec. 19. Very rainy. Short drill and talks. Men on leave returned. Papers from home say 26th to stay as part of Army of Occupation. Not altogether disheartening, as we know better.

Dec. 20. Rainy. School held in the barn near drill-field.

Dec. 21. "D" Company put on a show in the Y. M. C. A. barrack. First

of a series to be given by the different companies. Officers get knocked. Detail of seventy-four men under Sergeants Cleaves and Jackson left for work on roads in Chaumont, Lieutenant Jackson in charge.

Dec. 22. Only a few men left at Esnouveaux. Turkeys arrive for Christmas.

Dec. 23. President expected in the divisional area on Christmas. Next two days to be spent on work about the town. Paid in the evening.

Dec. 24. Lieutenant-Colonel Bartlett gave all non-com's in the battalion a talk on the camp conditions. Major Osborn also remarked. Details from Langres and Chaumont returned.

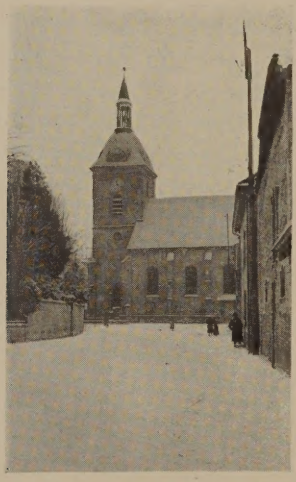
Dec. 25, CHRISTMAS DAY. Billets and equipment prepared for inspection. Divisional order for all men to be standing in front of their billets from 11.30 until dismissed by wire. Dismissed at 3.00. A fine dinner. "B" Company show at the Y. M. C. A. at 6.30. Snowed in the evening.

Dec. 26. Drilled in the morning. Ground covered with snow. No drills in the afternoons this week. Sergeant King transferred to "A" Company.

Dec. 27. Cold and overcast. Drill and camp details. "E" Company staged the "Bully Boys" show in the evening. Guess maybe we haven't *some* talent!

Dec. 28. Inspection held in billets on account of rain.

Dec. 31. School on the new American pontoon-bridge now a part of the drill schedule. Regiment to move soon. Teams go ahead with some of the supplies.



CHURCH AT DOULAINCOURT

## A WHACK HERE AND THERE

*Evidences of "E Co. spirit" which may bring up amusing memories to all of us.*

"Well, Hutch, what'll we give 'em for dinner, lil stew?"
"Oh, yuh, give 'em all they want!"

Another pretty good one and often heard before our full realization of our part in the war was,—
"Well when we reach our permanent camps, etc."
"Yes, Bill, when?"

"Gillie," the "Y," and,—
"Oh, Mister Baw-baw-aw!"

"Big Woodie" wanted eggs badly but couldn't "parley" a little bit. Thought he'd make a stab at it, however, so went into a store and, to the lady, "Havvy voo any woofs?" Being of no more than average intelligence, the "Madame" could not understand. Poor "Woodie" was stumped for the moment, but suddenly seized with a bright idea started hopping around the floor, flapping his arms to a wild accompaniment of "Cock-a-doodle-doo" to the best of his ability. He got his eggs!

On guard,—(O. D. to "E" Company man): "Who's your C. O.?"
(Nonplussed "gorilla"): "Colonel Bunnell, Company 'E'!"

"I'll build you a wall, lieutenant!"

Eddie Minton and Cotton were burying Boches up near Torcy. They had rolled a couple of them into a hole and Eddie started for one a little distance away. He made his half hitch neatly around the ankle, gave the word to the mule-driver and the resulting yank severed the limb. "Hey, Frank," he yelled, "this guy's giving me an argument, what'll I do with 'im?"

"Begging nobody's pardon, Bobbie's home!"

"Have you a match, Ray?" "Blinkety-blank!"
"Which way do I go, Ray?" "Go to ——."

"Oh, for a German! Give me a German! Oh-ho-ho-ho for just one chance!"

Took some of us quite a while to learn. After much practice, the sentinel on post at the guard house knew enough to "turn out the guard

for the O. D." One bright rookie beat the manual back in the Armory, when, while on a midnight relief, he started the whole guard from sound slumbers with,"Turn out the guard, Officer of the Night!"

Jim Ciccolo, Company barber, once in a while.

Wonder if Ward works the sick-call nowadays? "Remember the time in Fréville when the 'We want raw meat' gang was organized?" Guess the sick boys they went after got well in a hurry, didn't they? With the yell that made history in "E" Co., and a good heavy blanket, quest was made in search of the "light duties." No formalities, just the dragging forth of the would-be work-and-drill dodgers and a few minutes of aërial work was administered. No use arguing or resisting, it only meant prolongation of the agony. The daily sick report was materially decreased.

Brownson, follow four paces to the rear.

"Hit 'im!" And they usually did!

"Gee," says one infantry rookie, as he passed with his outfit into the lines at the Argonne, "Must be a tough place up here, lots of 'em getting killed." "Yuh," responded Bob Turnbull, "but they get so as they don't mind it much."

Anybody seen Campbell's "dog robber?"

We were in column of platoons and for purpose of a short lecture by Lieutenant Stanley, given "left face." Following the next command, another "left face." The command was given "Platoons right by squads." Before the command of execution could be given, Sergeant Weiner, with exceptional presence of mind, prevented an awful catastrophe by reporting, "Sir, it can't be done, the Company's converted!"

"Clear the road! Here comes Aud Gerry!"

"Mike, have you watered your mewles?"

You can take it from Jack Currier, he knows.

Bill Berube, "big Woodie's interpreter."

"Windjammer" Gardner thinks he'd like to herd sheep.

The silent pair, Charlie Allen and Freddy Turner.

"Archee, who's Theodore?"

Corp. Pete Frazer was in charge of a job in the Jury Woods in front of Beaumont, connecting the two entrances of a dugout, one of which was being used in its unfinished state by the infantry as a Company P.C. After clearing away the loose rock, "Pete" figured to do a little blasting. Holes were drilled in the face and after considerable argument to show how much explosive to use, it was agreed to place a small one. The cheddite was set and fused. A dull roar rose from below and the detail congratulated itself on the success of the experiment. All went below to see the result of the blast. The last was hardly below when the voice of the Captain's orderly from above requested the presence of the "boss" of the engineer detail in the other section of the dugout. "Pete" wanted company so took along another fellow with him.

Formalities were not indulged in, the Captain sailed right in.

"What the — kind of an earthquake are you starting around here?" was shot at "Pete."

"Sorry, sir, but we were experimenting and would have notified you before putting off the real blast."

"Well, when you do, be sure there's nothing between me and the clear blue sky! I didn't know how big a one had landed on the top for a minute. Be sure and notify me in the future!"

"Yes, sir."

"Have a cigar, boys."

"Thank you, sir."

Needless to say, good liaison was kept between detail and captain during all future operations.

The call of "Gas!" came suddenly in the middle of the night to the stable crew from their gas guard, but Win Pendexter had trouble. "Uh-uh, gee-I-can't, ooh!—Can't get it." "Try on your gas-mask," was suggested to the sleepy Win, whereupon he dropped the sock which he was trying to get his face into and adjusted his mask.

Wonder if "Dotty" Bent can execute, "To the rear, March," yet. Used to be good at it back in Esnouveaux.

Salt has many times been mistaken for sugar as many will testify, but the best one was the time MacMurria put the cinnamon in the stew for pepper. "Don't stir it!" he hollered as he noted the mistake, and tried to skim it off the top with a stick.

What terrible goings-on there were in the big cave at Sorny after taps. Anybody know who it was who placed the bread and tin-can barrages, sang

all those songs, and set off all the fireworks? Wonder if Payson knew or did he sleep through it all?

Sure, "Buzz Rehill" would ride the mule!

It's a known fact that Torrey at least "went" to work once in this Army. Had a good excuse for not going then as without a doubt the rats ate his reserve ration.

They say "Dud" collects souvenirs of the explosive variety.

Bill Cleaves should certainly have been awarded the Congressional Medal for saving that American's life up at Château-Thierry, when his gat jammed.

They say, true enough, "The better the soldier, the better the crab." Boost "Hic" Welch for the Company. He's one of the best we have. Ask him what he thinks of the army for a starter.

One day Bob and Sam Weiner were on the same guard, Sam being sergeant of the guard, and entitled to privileges. "Hey, Sam," asked Bob, "will you mail this letter for me?"

"Well, I dunno as I'm going by the office soon."

"If you do go down, will you?"

"But I'm *not* going down!"

"Yuh, I know, but I asked you if you were going down would you mail it! Here!"

"I told you I wasn't going down to the office, didn't I?"

Sam's goat began to stray.

"Yuh, but if you *do* go down, will you?"

"Where do you get that wise stuff? Are you trying to kid me?"

"Why no, Sam, I just wanted to know if you were going down to the office, would you . . . . . ." (Exit Sam.)

Now that it's all over, do any of you see the "romance" of it all?

"'E' Company spirit! Hooray for us!"

"Yes, we all refused the coffee one night at Sorny, but understand we got it for breakfast the next day. How about it, Hutch?"

One of our issues reading from daily paper to detail at Chantraines during Saturday inspection and standing at "Open Ranks." "Well, men, I've good news for you. By this morning's paper I see that the British have captured the 'Preslan,' which was prominent during operations at the 'Dandelions,' etc., etc.—Squads right, March!"

"Where do you play?" was asked one of our worthy sergeants. "Oh, I do a little pitching, little catching, and can play either the in-field or out-field."

Oh, yes, Tom McGlone sings "Jane."

Who was it that pulled Shulver's left leg after he had twisted his right ankle playing soccer? Should have known better.

On leave, "Hello, Y.D." "Hello, Rainbow."

SERGEANTS

| | | | | |
|---|---|---|---|---|
| 1 McGlone | 2 Mathieu | 3 Brodil | 4 Serrier | 5 Eastman |
| 6 Hirschel | 7 Campbell | 8 Bournet | 9 Shulver | 10 Moisy |
| 11 Buxton | 12 Caboux | 13 Lemarchand | 14 Bassot | 15 Auclair |
| 16 Santrot | 17 Richardson | 18 Devignon | 19 Wight | 20 Day |
| 21 Despres | 22 Hurter | 23 Martin | 24 Chisholm | 25 King |
| 26 Nellson | 27 Condit | 28 Besse | 29 Cleaves | 30 Daniel |
| 31 Payson | | | | |

We had only three strictly Company songs and they were all composed before we left Boston. If we hadn't been so busy in those early days the talent in the Company would probably have produced more.

(*Tune of* "They go Wild, Simply Wild over Me")

Oh! We're wild, simply wild over "E,"
For we know it's the best Company.
Be it work or be it play,
Old "E" Co. will show the way
To "F" Co., to "D" Co.,
To "B" or "C" or "A."
Engineers couldn't be without "E"—
That's a fact you can all plainly see.
The others look at us and sigh
As we quickly pass them by.
Oh! We're wild, simply wild over "E."

(*Tune of* "Joan of Arc")

Company "E," Company "E,"
In your ranks we are all proud to be.
With a Captain who cannot be beat,
And Lieutenants we're all glad to meet,
Company "E," Company "E,"
Whether home or 'cross the sea,
We'll lead them all to Victory,
So let's all give 'em hell, Company "E."

(*Tune of* "I'm Glad my Wife's in Europe")

We're strong for Captain Eddie,
'Cause he's a damned good scout, a damned good scout.
While at peace or while at war,
He's right there with the soldier lore.
The only thing we hope is
That he'll never leave old "E."
We'd hate like hell to let him go—
Don't see how we could, you know.
Oh! We're strong for Captain Eddie,
He's the pride of Company "E."

Besides these, of course, we sang all the old and new army songs, and during dull moments it was a very ancient song indeed which wasn't called upon to exercise the voices of the songsters of the Company.

COMPANY "E" CHEER

Brackety–ex! Co–ex! Co–ex!

Brackety–ex! Co–ex! Co–ex!

Hi–O! Hi–O!

Hul–la Ba–Lul–la Ba–Loo!

C–O–M–P–A–N–Y *E! E! E!*

## COMPANY "E" CASUALTIES IN ACTIVE SERVICE

Pvt. 1 Cl. Bryant, Chauncey D. Died Jan. 5, 1918, at Roches-sur-Rognon.
Corp. Foley, Dennis J. Seriously gassed at Reichecourt, May 31, 1918.
Pvt. 1 Cl. Flebut, Earl W. Gassed at Reichecourt, May 31, 1918.
Sgt. Welch, Howard A. Gassed at Reichecourt, May 31, 1918.
Pvt. Smith, Edwin R. Gassed at Reichecourt, May 31, 1918.
Pvt. 1 Cl. Holt, Clyde. Gassed at Reichecourt, May 31, 1918.
Pvt. 1 Cl. Porter, Robert S. Gassed at Reichecourt, May 31, 1918.
Pvt. Miasek, Henry. Wounded at Beaumont, June 6, 1918.
Wagoner Walker, Joseph. Gassed at Beaumont, June 9, 1918.
Pvt. 1 Cl. Pendexter, John W., Jr. Gassed at Beaumont, June 9, 1918.
Pvt. Douglas, William A. Wounded at Beaumont, June 10, 1918.
Pvt. Hyberts, Carl J. Wounded at Beaumont, June 10, 1918.
Wagoner Littlefield, Frank M. Wounded at Beaumont, June 13, 1918.
Pvt. Lasser, Ralph L. Killed by concussion at Beaumont, June 16, 1918.
1st Sgt. Buxton, William S. Seriously wounded at Beaumont, June 16, 1918.
Sgt. Moody, William A. Seriously wounded at Beaumont, June 16, 1918.
Pvt. Watson, Fred. Mortally wounded at Beaumont, June 16, 1918.
Sgt. Denner, Herbert J. Wounded at Beaumont, June 16, 1918.
Pvt. Sproul, Harry L. Seriously wounded at Boucq, June 16, 1918.
Pvt. Briggs, Frank L. Seriously wounded at Beaumont, June 16, 1918.
Pvt. Hanson, J. C. Concussion at Beaumont, June 16, 1918.
Pvt. Millett, Joseph. Concussion near Lucy-le-Bocage, July 16, 1918.
Pvt. 1 Cl. Haskell, Curtis R. Wounded at La Voie-du-Châtel, July 16, 1918.
Pvt. 1 Cl. Goodearl, Alfred B. Killed at Belleau Woods, July 18, 1918.
Corp. Fogg, Cecil W. Mortally wounded at Belleau Woods, July 18, 1918.
Pvt. Hawkins, Ralph L. Seriously wounded at Belleau Woods, July 18, 1918.
Sgt. Thomas, Chester R. Wounded at Belleau Woods, July 18, 1918.
Pvt. Wunderlich, Ray H. Seriously wounded at Belleau Woods, July 18, 1918.
Sgt. Watson, Charles B. Gassed at Belleau Woods, July 18, 1918.
Pvt. Dudley, Arthur H. Wounded at Belleau Woods, July 18, 1918.
Pvt. Berlyn, Lewis. Wounded at Belleau Woods, July 18, 1918.
Pvt. 1 Cl. Coppinger, Frank W. Seriously wounded at Belleau Woods, July 18, 1918.
Corp. Smith, Arthur W. Seriously wounded at Belleau Woods, July 18, 1918.
Pvt. 1 Cl. Rankin, Sidney P. Wounded at Belleau Woods, July 18, 1918.
Pvt. Nimons, William E. Seriously wounded at Belleau Woods, July 18, 1918.
Pvt. Jacks, Sigmund. Seriously wounded at Belleau Woods, July 18, 1918.
Pvt. Dyer, William W. Mortally wounded at Belleau Woods, July 18, 1918.
Pvt. Schau, Oluf S. P. Wounded at Belleau Woods, July 18, 1918.
Pvt. Pfrimmer, Samuel M. Wounded at Belleau Woods, July 18, 1918.
Pvt. Cole, Cecil. Killed at Belleau Woods, July 18, 1918.
Pvt. Campbell, James J. Gassed at Belleau Woods, July 18, 1918.

Pvt. 1 Cl. Salveson, Andrew. Seriously wounded at Belleau Woods, July 19, 1918.
Pvt. 1 Cl. Rogers, Frank Y. Seriously wounded at Belleau Woods, July 19, 1918.
1st Lt. Drown, Henry C. Wounded at Belleau Woods, July 19, 1918.
Pvt. 1 Cl. Currie, Clark W. Seriously wounded at Belleau Woods, July 18, 1918.
Pvt. Gadsby, James P. Concussion at Belleau Woods, July 18, 1918.
Pvt. 1 Cl. Nivens, Fred. Concussion at Belleau Woods, July 18, 1918.
1st Lt. Mattson, William R. Wounded east of Belleau, July 20, 1918.
Sgt. Welch, Howard A. Wounded east of Belleau, July 20, 1918.
Sgt. Francis, Russell D. Wounded east of Belleau, July 20, 1918.
Sgt. Denner, Herbert J. Wounded east of Belleau, July 20, 1918.
Pvt. Misek, Alec. Slightly wounded east of Belleau, July 20, 1918.
Pvt. McLeod, Warren M. Wounded east of Belleau, July 20, 1918.
Pvt. Lamore, Frank. Wounded east of Belleau, July 20, 1918.
Pvt. Harmon, George E. Wounded east of Belleau, July 20, 1918.
Pvt. Colaluce, Angelo. Wounded east of Belleau, July 20, 1918.
Pvt. Ramponi, Joseph. Wounded east of Belleau, July 20, 1918.
Pvt. Butler, Millbury E. Wounded east of Belleau, July 20, 1918.
Pvt. Lamont, Daniel E. Wounded east of Belleau, July 20, 1918.
Pvt. Adams, Ralph M. Wounded east of Belleau, July 20, 1918.
Pvt. Paquet, Arthur D. Concussion at Chante Merle, July 22, 1918.
Pvt. Thompson, George P. Concussion at Chante Merle, July 22, 1918.
Corp. Crosby, William K. Serious concussion near Saint-Remy, September 12, 1918.
Pvt. Hadley, Delbert E. Wounded north of Château-Thierry, July 23, 1918.
Pvt. Raymond, Wilfred. Wounded north of Château-Thierry, July 23, 1918.
Corp. Rooney, John H. Seriously gassed near Epieds, July 24, 1918.
Bugler Hatch, Willard L. Gassed north of Château-Thierry, July 27, 1918.
Pvt. Buffum, Eustis R. Gassed north of Château-Thierry, July 27, 1918.
Pvt. Lablanc, Henry J. Gassed north of Château-Thierry, July 27, 1918.
Pvt. Mead, Franklin C. Concussion north of Château-Thierry, July 21, 1918.
Corp. Stahl, John A. H. Wounded near Saint-Remy, September 12, 1918.
Pvt. Mallon, John L. Concussion near Saint-Remy, September 12, 1918.
Pvt. 1 Cl. Thompson, George P. Wounded near Saint-Remy, September 12, 1918.
Sgt. McGlone, Thomas C. Wounded near Saint-Remy, September 12, 1918.
Corp. Crosby, William K. Serious concussion near Saint-Remy, September 12, 1918.
Corp. Johnson, Joseph. Wounded near Mesnil-sur-les-Côtes, September 30, 1918.
Pvt. Smith, William C. Gassed near Jolicœur, November 10, 1918.
Pvt. Cotton, Frank H. Gassed near Jolicœur, November 10, 1918.

## COMPLETE ROSTER OF "E" COMPANY MEN WHO LEFT FRANCE WITH UNIT

Capt. Mattson, William R., 2 Vogel Ter., Brookline, Mass.

1st Lt. Drown, Henry C., 47 Moultrie St., Dorchester Centre, Mass.

1st Lt. Wallin, Walter R., 3649 Montrose Ave., Chicago, Ill.

1st Lt. Jackson, Henry O., 7 South St., Southbridge, Mass.

2d Lt. Stanley, Arthur B., 66 Oak St., Hyde Park, Mass.

2d Lt. Martin, Porter W., 120 King's Rd., Corvallis, Ore.

2d Lt. Farley, Otis B., 1744 Centre St., Roxbury, Mass.

2d Lt. Thornton, William J., 15 Spring St., South Manchester, Conn.

1st Sgt. Campbell, Frederick W., 66 Bowdoin Ave., Dorchester, Mass., Enl. Mass. N. G. June 8, 1916, Appt. Sgt. July 14, 1917, Appt. Sgt. 1 Cl. Apr. 16, 1918, Appt. 1st Sgt. Aug. 8, 1918.

Sgt. 1 Cl. Payson, Carl V., 26 Torrey St., Dorchester, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Sgt. 1 Cl. Aug. 22, 1917.

Sgt. 1 Cl. Hurter, Charles C., 25 Highland Ave., Cambridge A, Mass., Enl. Mass. N. G. May 7, 1917, Appt. Corp. July 17, 1917, Appt. Sgt. Aug. 22, 1917, Appt. Sgt. 1 Cl. Aug. 8, 1918.

Sgt. 1 Cl. Thomas, Chester R., 37 Holt St., Waverley, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. July 7, 1917, Appt. Sgt. Apr. 16, 1918, Appt. Sgt. 1 Cl. Nov. 4, 1918.

Sgt. 1 Cl. Hutcheson, William D., 41 Bakersfield St., Dorchester, Mass., Enl. Mass. N. G. Apr. 14, 1914, Appt. Sgt. July 13, 1917, Appt. Sgt. 1 Cl. Nov. 16, 1918.

Sgt. 1 Cl. Bent, George F., Milton, Mass., Enl. Mass. N. G. Nov. 11, 1913, 2d Enl. Nov. 11, 1916, Appt. Corp. Aug. 22, 1917, Appt. Sgt. Apr. 16, 1918, Appt. Sgt. 1 Cl. Nov. 16, 1918.

Sgt. 1 Cl. Welch, Howard A., Farm St., Dover, Mass., Enl. Mass. N. G. May 5, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Oct. 1, 1918, Appt. Sgt. 1 Cl. Apr. 3, 1919.

Supply Sgt. Ripley, Walter J., 440 Norfolk St., Mattapan, Mass., Enl. Mass. N. G. Nov. 11, 1913, 2d Enl. Nov. 11, 1916, Appt. Corp. Aug. 22, 1917, Appt. Sgt. Apr. 16, 1918.

Mess Sgt. Dreger, Paul M., 521 Cyrus St., Ionia, Mich., Enl. N. A. Sept. 18, 1917, Trans. fr. Replacement, Apr. 26, 1918, Appt. Cook, June 1, 1918, Appt. Sgt. Aug. 12, 1918.

Stable Sgt. Richardson, Roland M., 20 Main St., Bridgton, Me., Enl. Maine N. G. July 17, Appt. Stable Sgt. Mar. 1, 1918.

Sgt. McGlone, Thomas C., 32 Blackstone Ave., Pawtucket, R.I., Enl. R.I. N. G. May 3, 1914.

Sgt. Jackson, Charles H., 34 Parker St., Lexington, Mass., Enl. Mass. N. G. May 18, 1917, Appt. Corp. July 12, 1917, Appt. Sgt. Apr. 16, 1918.

Sgt. Watson, Charles B., 87 Kilby St., Boston, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. July 8, 1917, Appt. Sgt. May 30, 1918.

Sgt. Parmenter, Charles O., 5 Lincoln St., Lynn, Mass., Enl. Mass. N. G. June 8, 1917, Appt. Corp. July 18, 1917, Appt. Sgt. May 30, 1918.

Sgt. MacKenna, Frank B., Wayland, Mass., Enl. Mass. N. G. June 14, 1917, Appt. Corp. Nov. 22, 1917, Appt. Sgt. May 30, 1918.

Sgt. Guild, Laurie E., 259 Forest St., Malden, Mass., Enl. Mass. N. G. May 10, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. May 30, 1918.

Sgt. Langworthy, Ralph G., 127 Beverly St., North Andover, Mass., Enl. Mass. N. G. Aug. 16, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Aug. 8, 1918.

Sgt. Weiner, Samuel, 95 Fowler St., Dorchester, Mass., Enl. Mass. N. G. Apr. 27, 1917, Appt. Corp. May 30, 1918, Appt. Sgt. Aug. 8, 1918.

Sgt. Gorely, Carl P., 25 Oakland St., Wellesley Hills, Mass., Enl. Mass. N. G. May 10, 1917, Appt. Sgt. Sept. 10, 1918.

Sgt. Allen, Charles F., Medfield, Mass., Enl. Mass. N. G. May 29, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Oct. 1, 1918.

Sgt. Denner, Herbert J., 34 Saunders St., Allston, Mass., Enl. Mass. N. G. May 4, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Nov. 16, 1918.

Sgt. Thurston, Herbert S., 100 School St., Everett, Mass., Enl. Mass. N. G. May 5, 1917, Appt. Corp. May 30, 1918, Appt. Sgt. Nov. 16, 1918.

Sgt. Worrell, Robert C., 318 Columbus Ave., Boston, Mass., Enl. Mass. N. G. May 2, 1917, Appt. Sgt. Nov. 1918.

Sgt. Foley, Dennis J., 366 Langley St., Newton Centre, Mass., Enl. Mass. N. G. July 15, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Apr. 3, 1919.

Sgt. Martin, Fred R., 146 Charles St., North Abington, Mass., Enl. Mass. N. G. July 2, 1917, Appt. Corp. Apr. 16, 1918, Appt. Sgt. Apr. 3, 1919.

Corp. Plummer, William I., 5 Adams St., Charlestown, Mass., Enl. Mass. N. G. June 8, 1915, Appt. Corp. July 17, 1917.

Corp. Samsel, Carl J., 6 Hubbard St., Jamaica Plain, Mass., Enl. Mass. N. G. May 1, 1917, Appt. Corp. July 14, 1917.

Corp. Stahl, John A. H., 33 Hewlett St., Roslindale, Mass., Enl. Mass. N. G. June 1, 1917, Appt. Corp. July 15, 1917.

Corp. Murdy, Frank A., 142 Maple St., West Roxbury, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. July 16, 1917.

Corp. Atwell, Seth R., 37 Allen St., East Bridgewater, Mass., Enl. Mass. N. G. Oct. 18, 1913, 2d Enl. Oct. 18, 1916, Appt. Corp. Aug. 22, 1917.

Corp. McNally, Francis X., 32 Worcester Square, Boston, Mass., Enl. Mass. N. G. May 2, 1917, Appt. Corp. Nov. 22, 1917.

Corp. MacMillan, Gordon C., 148 Trenton St., East Boston, Mass., Enl. Mass. N. G. May 14, 1917, Appt. Corp. Nov. 22, 1917.

Corp. Steward, Ernest J., care Miss M. Moore, 149 Buckminster Road, Brookline, Mass., Enl. Mass. N. G. Apr. 30, 1917, Appt. Corp. Apr. 13, 1918.

Corp. MacConnell, James H., 26 Albemarle St., Arlington, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Francis, William C., 30 Norwood Ave., Manchester, Mass., Enl. Mass. N. G. May 5, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Malouf, Charles, 22 Dean St., Norwood, Mass., Enl. Mass. N. G. July 2, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Gerry, Audley G., R. F. D. No. 1, Hollis Centre, Me., Enl. Mass. N. G. July 11, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Kearns, William, Lincoln St., Manchester, Mass., Enl. Mass. N. G. July 23, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Chisholm, James J., 600 Main St., Medford, Mass., Enl. Mass. N. G. Apr. 30, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Crosby, William K., Brewer St., Cambridge, Mass., Enl. Mass. N. G. May 21, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Brown, Henry J., Sanborn Ave., Somerville, Mass., care J. F. Laker, Enl. Mass. N. G. Apr. 29, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Smith, Arthur W., 44 Aspinwall Road, Dorchester, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. Apr. 16, 1918.

Corp. Palmer, Merlie J., 2829 Calumet Ave., Chicago, Ill., Enl. Ill. N. G. Sept. 20, 1917, Trans. fr. repl. as Corp. Apr. 26, 1918.

Corp. Brownson, Harold R., 42 Faneuil St., Brighton, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. May 30, 1918.

Corp. Johnson, Joseph, 10 Johnson Pl., Norwood, Mass., Enl. Mass. N. G. May 2, 1917, Appt. Corp. May 30, 1918.

Corp. Fraser, Peter M., 29 Hayes St., Cambridge, Mass., Enl. Mass. N. G. Aug. 3, 1917, Appt. Corp. May 30, 1918.

Corp. Dodge, Charles A., 42 Guild St., Roxbury, Mass., Enl. Mass. N. G. June 29, 1917, Appt. Corp. May 30, 1918.

Corp. Gillman, George F., 48 Hilda St., East Milton, Mass., Enl. Mass. N. G. July 26, 1917, Appt. Corp. May 30, 1918.

Corp. Haley, Ralph B., Enl. Maine N. G. July 28, 1917, Appt. Corp. May 30, 1918.

Corp. Garland, Percy F., Conway Centre, N.H., Enl. Mass. N. G. Apr. 30, 1917, Appt. Corp. Aug. 18, 1918.

Corp. Logee, James M., 8 Reynolds St., Danielson, Conn., Enl. Mass. N. G. May 31, 1917, Appt. Corp. Aug. 8, 1918.

Corp. Donahue, Thomas M. J., 48 Nonatuk St., Holyoke, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Ayer, Sept. 22, 1917, Appt. Corp. Aug. 8, 1918.

Corp. Kramer, Charles A., 531 Stanbridge St., Norristown, Pa., Enl. U. S. N. A. Nov. 2, 1917, Trans. fr. repl. Apr. 26, 1918, Appt. Corp. Aug. 8, 1918.

Corp. Fletcher, Learna W., Redwood, Miss., Enl. Miss. N. G., Trans. fr. repl. as Corp. Aug. 28, 1918.

Corp. Fenton, Emanuel, Leavittsburg, Ohio, Enl. U. S. N. A. Apr. 30, 1918, Trans. fr. repl. as Corp. Sept. 11, 1918.

Corp. Richardson, Elmer G., Denmark, Me., Enl. Maine N. G. June 29, 1917, Appt. Wagoner Mar. 8, 1918, Appt. Corp. Nov. 4, 1918.

Corp. Corkery, Maurice M., 55 River St., Cambridge, Mass., Enl. Mass. N. G. May 30, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Fortunati, John A., 3 Porter St., Somerville, Mass., Enl. Mass. N. G. Apr. 30, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Heiden, Sigurd L., 14 Rich St., Mattapan, Mass., Enl. Mass. N. G. May 3, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Nielsen, Carl R., 22 Bartlett Rd., Waverley, Mass., Enl. Mass. N. G. June 30, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Norling, Carl W., 25 Hillberg Ave., Brockton, Mass., Enl. Mass. N. G. May 2, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Paul, Robert, 54 Stanwood St., Dorchester, Mass., Enl. Mass. N. G. Sept. 7, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Rooney, John H., 1689 Centre St., West Roxbury, Mass., Enl. Mass. N. G. May 2, 1917, Appt. Corp. Nov. 16, 1918.

Corp. Metcalf, James R., State Road, West, Wayland, Mass., Enl. Mass. N. G. May 4, 1917, Appt. Corp. Apr. 3, 1919.

Corp. Turner, Fred C., Box 63, R. F. D. 1, Bucksport, Me., Enl. Mass. N. G. May 3, 1917, Appt. Corp. Apr. 3, 1919.

Horseshoer Joyce, Gordon, 12 Harvard St., Waltham, Mass., Enl. Mass. N. G. May 10, 1917, Appt. Wgnr. Feb. 15, 1918, Appt. Hsher. Mar. 15, 1918.

Saddler Weeks, Herbert H., 64 Market Sq., Lynn, Mass., Enl. Mass. N. G. May 7, 1917, Appt. Saddler July 17, 1918.

Wagoner Berube, William, R. F. D. Box 1, Saylesville, R.I., Enl. R.I. N. G. June 7, 1916, Appt. Wgnr. July 17, 1918.

Wagoner Currier, John, 9 Madison St., New Bedford, Mass., Enl. Mass. N. G. Aug. 2, 1917, Appt. Wgnr. Mar. 15, 1918.

Wagoner Doolin, James F., 17 M St., S. Boston, Mass., Enl. Mass. N. G. July 27, 1917, Appt. Wgnr. Mar. 15, 1918.

Wagoner Fallon, Earl L., South Hiram, Me., Enl. Maine N. G. June 30, 1917, Appt. Wgnr. Mar. 1, 1918.

Wagoner Gilpatrick, Preston J., Limerick, Me., Enl. Maine N. G. July 29, 1917, Appt. Wgnr. Mar. 8, 1918.

Wagoner Littlefield, Frank M., Hollis Centre, Me., Enl. Maine N. G. July 10, 1917, Appt. Wgnr. Mar. 8, 1918.

Wagoner True, Richmond A., Denmark, Me., Enl. Maine N. G. June 29, 1917, Appt. Wgnr. Mar. 1, 1918.

Wagoner Wood, Elgin T., 493 Park Ave., Worcester, Mass., Enl. Mass. N. G. June 30, 1917, Appt. Wgnr. Mar. 8, 1918.

Cook Gorton, Daniel J., 64 Carpenter St., Valley Falls, R.I., Enl. R.I. N. G. Mar. 7, 1917, Appt. Cook Mar. 1, 1918.

Cook Morrissey, Patrick F., 36 Taylor Ave., Brockton, Mass., Enl. Mass. N. G. May 7, 1917, Appt. Cook Aug. 2, 1917.

Cook McMurria, Ben H., Arlington, Ga., Enl. U. S. N. A. Nov. 30, 1917, Trans. fr. repl. Apr. 26, 1918, Appt. Cook Oct. 1, 1918.

Cook McNeilly, David B., Grandin, N.D., Enl. U. S. N. A. Sept. 23, 1917, Trans. fr. repl. Apr. 26, 1918, Appt. Cook Oct. 1, 1918.

Cook Pembroke, William I., 74 Illsley St., Portland, Me., Enl. Maine N. G. July 6, 1917, Appt. Cook Oct. 1, 1918.

Bugler Gardner, Albert J., 187 Park St., Medford, Mass., Enl. Mass. N. G. May 21, 1917, Appt. Bglr. Jan. 21, 1918.

Pvt. 1 Cl. Betlega, Ignatz, 41 Richmond St., Adams, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. 1 Cl. Briden, Raymond K., 849 North Main St., Pawtucket, R.I., Enl. R.I. N. G. Feb. 12, 1917.

Pvt. 1 Cl. Carmichael, George F., 5 Canal St., South Braintree, Mass., Enl. Mass. N. G. May 8, 1917.

Pvt. 1 Cl. Caseley, Orville W., 65 West Newton St., Boston, Mass., Enl. Mass. N. G. May 4, 1917.

Pvt. 1 Cl. Clark, Edward C., East Weare, N.H., Enl. Mass. N. G. May 7, 1917.

Pvt. 1 Cl. Collins, William J., 93 Gore St., Cambridge, Mass., Enl. Mass. N. G. May 24, 1917.

Pvt. 1 Cl. Coppinger, Frank W., 1099 Blue Hill Ave., Dorchester, Mass., Enl. Mass. N. G. July 30, 1917.

Pvt. 1 Cl. Costello, Edward J., Route 6, Box 18, Rochester, Minn., Enl. Minn. N. G. July 24, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Davis, Nate S., Limerick, Miss., Enl. Miss. N. G., Trans. fr. repl. Aug. 28, 1918.

Pvt. 1 Cl. Day, Fred, Box 27, Keezar Falls, Me., Enl. Maine N. G. June 30, 1917.

Pvt. 1 Cl. Day, George, Box 27, Keezar Falls, Me., Enl. Maine N. G. June 30, 1917.

Pvt. Dudley, Arthur H., Wayland, Mass., Enl. Mass. N. G. Aug. 23, 1917.

Pvt. 1 Cl. Farley, John B., 16 Broadway, Chicopee Falls, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. 1 Cl. Flebut, Earl W., 27 McLellan St., Amherst, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 23, 1917.

Pvt. 1 Cl. Ghiradelli, Andrew, 28 Hull St., Boston, Mass., Enl. Mass. N. G. May 4, 1917.

Pvt. 1 Cl. Graffam, Gordon L., Box 22, Bar Mills, Me., Enl. Maine N. G. July 11, 1917.

Pvt. 1 Cl. Grant, Elmer L., 55 Floyd St., Everett, Mass., Enl. Mass. N. G. May 3, 1917.

Pvt. 1 Cl. Haskell, Curtis R., Sagamore, Mass., Enl. Mass. N. G. May 4, 1917.

Pvt. 1 Cl. Hibbard, Winfred E., Harrison, Me., Enl. Maine N. G. July 7, 1917.

Pvt. 1 Cl. Holt, Clyde, Lowell St., Wilmington, Mass., Enl. Mass. N. G. May 4, 1917.

Pvt. 1 Cl. Jenks, Walter B., 13 Myrtle St., Pawtucket, R.I., Enl. R.I. N. G. July 18, 1917.

Pvt. 1 Cl. Johnson, Theodore A., 705 High and Menore Sts., Rochester, Minn., Enl. Minn. N. G. Sept. 22, 1917, Trans. fr. repl. Aug. 28, 1917.

Pvt. 1 Cl. Kimball, Clarence C., R. F. D. 3, Saco, Me., Enl. Maine N. G. July 11, 1917.

Pvt. 1 Cl. Kinsman, Harold L., 54 Marathon St., Arlington, Mass., Enl. Mass. N. G. July 28, 1917.

Pvt. 1 Cl. Lawson, Vaner E. G., 121 Pleasant St., Orange, Mass., Enl. U. S. N. A. Sept. 5, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. 1 Cl. Leone, Santo, 27 Shrewsbury St., Worcester, Mass., Enl. U. S. N. A. Sept. 18, 1917, Trans. fr. repl. Camp Devens, Sept. 27, 1917.

Pvt. 1 Cl. Liberty, Samuel, Bridge St., Crookston, Minn., Enl. Minn. N. G., Trans. fr. repl. Aug. 28, 1918.

Pvt. Lindsay, Archibald L., Suite 2, 121 Dale St., Roxbury, Mass., Enl. Mass. N. G. June 29, 1917.

Pvt. 1 Cl. Mackey, Peter, 404 Marion Rd., Rochester, Minn., Enl. Minn. N. G. June 4, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. 1 Cl. Malone, Dave, 2603 Fourth St., Port Arthur, Tex., Enl. Texas N. G. July 18, 1917, Trans. fr. repl. July 29, 1918.

Pvt. 1 Cl. Minton, Edwin F., 12 Elder St., Dorchester, Mass., Enl. Mass. N. G. June 28, 1917.

Pvt. 1 Cl. Miranda, Raymond L., 58 Angell St., Dorchester, Mass., Enl. Mass. N. G. June 13, 1917.

Pvt. 1 Cl. McClement, Frederic S., Marsh Lane, Adams, Mass., Enl. U. S. N. A. Sept. 7, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. 1 Cl. McClellan, Perley R., Box 57, Buxton, Me., Enl. Maine N. G. July 11, 1917.

Pvt. 1 Cl. Neitzel, Harry G., 1221 South Forty-eighth Court St., Cicero, Ill., Enl. U. S. N. A. Feb. 23, 1918, Trans. fr. repl. July 3, 1918.

Pvt. 1 Cl. Newland, Frank R., 727 North Broadway, Baltimore, Md., Enl. U. S. N. A. Oct. 3, 1917, Trans. fr. repl. Apr. 28, 1918.

Pvt. 1 Cl. O'Connor, William P., 45 Sheridan Ave., Medford, Mass., Enl. Mass. N. G. May 3, 1917.

Pvt. 1 Cl. O'Neil, Frederick, 340 Centre St., Jamaica Plain, Mass., Enl. Mass. N. G. July 11, 1917.

Pvt. 1 Cl. Paley, Frederic B., 424 West 53d St., New York, N.Y., Enl. Minn. N. G. June 20, 1917, Trans. fr. repl. Aug. 7, 1918.

Pvt. 1 Cl. Pendexter, John W., Cornish, Me., Enl. Maine N. G. June 30, 1917.

Pvt. 1 Cl. Porter, Robert S., 9 Dartmouth St., Watertown, Mass., Enl. Mass. N. G. May 23, 1917.

Pvt. 1 Cl. Ramponi, Joseph, 52 Wellesley Ave., Wellesley, Mass., Enl. Mass. N. G. July 2, 1917.

Pvt. 1 Cl. Rankin, Sydney P., 44 Cross St., Beverly, Mass., Enl. Mass. N. G. July 2, 1917.

Pvt. 1 Cl. Richards, Earl U. B., Box 104, Bar Mills, Me., Enl. Maine N. G. July 21, 1917.

Pvt. 1 Cl. Ryan, Theobald M., 85 Essex St., Salem, Mass., Enl. Mass. N. G. June 30, 1917.

Pvt. 1 Cl. Sargent, Lloyd H., Bar Mills, Me., Enl. Maine N. G. July 11, 1917.

Pvt. 1 Cl. Sheehan, Charles F., 30 Leonard Sq., Brockton, Mass., Enl. U. S. N. A. Sept. 21, 1917.

Pvt. 1 Cl. Stanley, Archie P., Keezar Falls, Me., Enl. Maine N. G. June 30, 1917.

Pvt. 1 Cl. Stuart, Louis W., Cedar St., West Somerville, Mass., Enl. Mass. N. G. May 14, 1917.

Pvt. 1 Cl. Sundkvist, Edward, 75 Carfork St., Bingham Canyon, Utah, Enl. U. S. N. A. Sept. 14, 1917.

Pvt. 1 Cl. Thomas, Elmer E., Cathlamet, Wash., Enl. U. S. N. A. Oct. 2, 1917, Trans. fr. repl. Apr. 26, 1918.

Pvt. 1 Cl. Tracy, Thomas W., Red Bluff, Cal., Enl. Cal. N. G. July 11, 1917, Trans. fr. repl. July 31, 1918.

Pvt. 1 Cl. Vigon, Frank P., 43 Rock St., Whitman, Mass., Enl. Mass. N. G. May 4, 1917.

Pvt. 1 Cl. Watson, Thomas, 43 Batavia St., Boston, Mass., Enl. Mass. N. G. Aug. 3, 1917.

Pvt. 1 Cl. Watts, Francis E., 4 Arion St., Dorchester, Mass., Enl. Mass. N. G. May 16, 1917.

Pvt. 1 Cl. Whittaker, William E., Bar Mills, Me., Enl. Maine N. G. July 11, 1917.

Pvt. 1 Cl. Wood, Walter A., Box 62, Nasonville, R.I., Enl. R.I. N. G. Apr. 3, 1917.

Pvt. Adams, Ralph M., Buxton Centre, Me., Enl. Maine N. G. July 21, 1917.

Pvt. Aiken, Gordon C., 2913 Mary St., South Side, Pittsburgh, Pa., Enl. U. S. N. A. May 26, 1918, Trans. fr. repl. Sept. 11, 1918.

Pvt. Allen, Fred G., 71 Seventh St., Turners Falls, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. Armour, Philip D., 724 Lake St., Rockwell City, Ia., Enl. U. S. N. A. Jan. 7, 1918, Trans. fr. repl. Mar. 26, 1918.

Pvt. Ballard, James D., Maine N. G. Apr. 2, 1917.

Pvt. Balser, Lester W., Box 95, Haverhill, Mass., Enl. Mass. N. G. May 25, 1917.

Pvt. Beba, Julius, 955 McDougall Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 28, 1918, Trans. fr. repl. July 28, 1918.

Pvt. Berry, Earl, 554 North Elder Ave., Indianapolis, Ind., Enl. U. S. N. A. June 27, 1917, Trans. fr. repl. July 28, 1918.

Pvt. Berthiaume, Eugene T., 163 Joseph Campau Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 30, 1918, Trans. fr. repl. July 28, 1918.

Pvt. Binggeli, Herman, Home City, Kan., Enl. U. S. N. A. Nov. 5, 1917, Trans. fr. repl. July 28, 1918.

Pvt. Blakeney, Polie, Taylorsville, Miss., Enl. U. S. N. A. Nov. 11, 1917, Trans. fr. repl. Sept. 11, 1918.

Pvt. Bonville, Emery J., Fish Creek, Wis., Enl. U. S. N. A. Mar. 30, 1918, Trans. fr. repl. July 28, 1918.

Pvt. Boquist, Carl J., 915 America Ave., Bemidji, Minn., Enl. U. S. N. A. May 7, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Broman, John, Route 4, Box 8, Duluth, Minn., Enl. U. S. N. A. Apr. 30, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Buis, John, Tasewell, Tenn., Enl. Kentucky N. G. July 6, 1917, Trans. fr. repl. Aug. 18, 1918.

Pvt. Cameron, Joseph Brimley, Mich., Enl. U. S. N. A. Mar. 31, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Campbell, James J., 13 Centre St., Roxbury, Mass., Enl. Mass. N. G. July 21, 1917.

Pvt. Carpenter, Louis F., 638 Ferdinand Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 28, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Ciccolo, James A., 46 Murdock St., Somerville, Mass., Enl. Mass. N. G. July 25, 1917.

Pvt. Colaluce, Angelo, 145 Ford St., Brockton, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. Cornelius, William, Oneida, Wis., Enl. South Dakota N. G. Apr. 4, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Cotton, Frank H., 13 Kensington Ave., Somerville, Mass., Enl. Mass. N. G. May 2, 1917.

Pvt. Dennett, Freeman A., Hollis Centre, Me., Enl. Maine N. G. July 11, 1917.

Pvt. Dillalio, Louis, 638 Ferdinand Ave., Detroit, Mich., Enl. U. S. N. A. Sept. 19, 1917, Trans. fr. repl. July 29, 1918.

Pvt. Dodge, William H., 99 Chestnut St., Waltham, Mass., Enl. Mass. N. G. June 27, 1917.

Pvt. Donovan, Daniel J., 44 Blue Hill Ave., Roxbury, Mass., Enl. U. S. Army, Dec. 8, 1917, Trans. fr. repl. Mar. 26, 1918.

Pvt. Dooley, Alphonsus L., 369 Beniteau Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 29, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Douglas, William A., 67 Centre St., Roxbury, Mass., Enl. Mass. N. G. Sept. 13, 1917.

Pvt. Douglas, Elmer, West Brownfield, Me., Enl. Maine N. G. July 23, 1917.

Pvt. Douglas, Everett V., West Brownfield, Me., Enl. Maine N. G. July 27, 1917.

Pvt. Dumais, Alforidoe T., 12 Central St., Somersworth, N.H., Enl. U. S. N. A. Mar. 28, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Economos, Demetrios, 42 Lincoln St., Lewiston, Me., Enl. Maine N. G. June 13, 1917.

Pvt. Eshlaman, Austin, 703 First St., Kalamazoo, Mich., Enl. U. S. N. A. Mar. 26, 1918, Trans. fr. repl. Sept. 11, 1918.

Pvt. Fitzgerald, John, Armory St., Springfield, Mass., Enl. U. S. Army, Mar. 28, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Flanagan, Louis P., 719 Bartholomew St., New Orleans, La., Enl. U. S. N. A. Oct. 17, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Forgue, Joseph N., 687 Hamilton Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 29, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Fritz, Edward A., Morton, Ill., Enl. U. S. N. A. Sept. 5, 1917, Trans. fr. repl. May 13, 1918.

Pvt. Gallo, Cesare, 15 Grove Ave., Brockton, Mass., Enl. U. S. N. A. Sept. 21, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. Green, William A., Jonesboro, Ark., R. F. D. 6, Box 24, Enl. U. S. N. A. Sept. 26, 1917, Trans. fr. repl. Sept. 11, 1918.

Pvt. Hamel, George, 62 Spring St., Manville, R.I., Enl. R.I. N. G. Apr. 2, 1917.

Pvt. Hanson, Donald A., Star Route, West Buxton, Me., Enl. Maine N. G. July 21, 1917.

Pvt. Hanson, John C., 86 Sabin St., Central Falls, R.I., Enl. R.I. N. G. Oct. 13, 1915.

Pvt. Harding, Joseph, 195 Fountain St., Pawtucket, R.I., Enl. R.I. N. G. Feb. 21, 1917.

Pvt. Harmon, George E., Hollis, Me., Enl. Maine N. G. July 11, 1917.

Pvt. Harrington, Renard, 129 East St., Fort Edward N.Y., Enl. U. S. N. A. Oct. 6, 1917, Trans. fr. repl. Sept. 11, 1918.

Pvt. Harrington, Thomas W., Coventry, R.I., Enl. R.I. N. G. May 23, 1917.

Pvt. Hartline, John R., Birdsboro, Pa., Enl. U. S. N. A. Nov. 3, 1917, Trans. fr. repl. Apr. 26, 1918.

Pvt. Harvey, Roger L., 24 Livermore Rd., Wellesley Hills, Mass., Enl. Mass. N. G. Aug. 7, 1917.

Pvt. Haykal, Hykal J., 62 Amesbury St., Lawrence, Mass., Enl. Mass. N. G. Aug. 2, 1917.

Pvt. Heath, Clayton E., 69 Main St., Norway, Me., Enl. Mass. N. G. May 11, 1917.

Pvt. Hill, Percy M., R. F. D. 1, Buxton, Me., Enl. Maine N. G. July 11, 1917.

Pvt. Hogan, Morris, 353 East Wash. St., Shelbyville, Ind., Enl. U. S. N. A. Oct. 5, 1917, Trans. fr. repl. July 29, 1918.

Pvt. Houghton, William E., 55 Beacon St., Boston, Mass., Enl. Mass. N. G. July 16, 1917.

Pvt. Hull, Albert W., 16 Charles St., Newport, R.I., Enl. U. S. N. A. Mar. 28, 1918, Trans. fr. repl. July 29, 1918.

Pvt. Hyberts, Carl J., East Hiram, Me., Enl. Maine N. G. June 29, 1917.

Pvt. Johnson, Att., Box 56, Greenville, Ky., Enl. U. S. N. A. Sept. 19, 1917, Trans. fr. repl. July 29, 1918.

Pvt. Kriger, John, 3315 Oak Ave., Minooka, Pa., Enl. U. S. N. A. Mar. 28, 1918, Trans. fr. repl. July 28, 1918.

Pvt. Lalone, John D., 406 East Adams St., Syracuse, N.Y., Enl. U. S. N. A. Sept. 29, 1917, Trans. fr. repl. Apr. 26, 1918.

Pvt. Lamont, Daniel E., 266 Normandy St., Dorchester, Mass., Enl. Mass. N. G. May 5, 1917.

Pvt. Leavitt, Earnest L., 64 Main St., Malden, Mass., Enl. Mass. N. G. May 2, 1917.

Pvt. Leighton, Benjamin T., Harrison, Me., Enl. Maine N. G. July 21, 1917.

Pvt. Linehan, Paul, 62 Franklin St., Haverhill, Mass., Enl. Mass. N. G. July 11, 1917.

Pvt. Lonser, John H., 1487 Military Ave., Detroit, Mich., Enl. U. S. N. A. Mar. 29, 1918, Trans. fr. repl. July 28, 1918.

Pvt. Mallon, John F., 82 Savin St., Pawtucket, R.I., Enl. R.I. N. G. Apr. 2, 1917.

Pvt. Metcalf, Sumner A., Route 1, Keezar Falls, Me., Enl. Maine N. G. June 30, 1917.

Pvt. Miasek, Henry, 99 E St., Great Barrington, Mass., Enl. U. S. N. A. Sept. 6, 1917, Trans. fr. Camp Devens, Sept. 7, 1917.

Pvt. Miller, Chauncey F., 669 Linden Ave., East Pittsburgh, Pa., Enl. U. S. N. A. May 29, 1918, Trans. fr. repl. Sept. 11, 1918.

Pvt. Morse, William, 384 Lovell St., East Boston, Mass., Enl. Mass. N. G. May 28, 1917.

Pvt. Munson, Eugene L., R. F. D. 1, Williamsburg, Mass., Enl. U. S. N. A. Sept. 6, 1917, Trans. fr. repl. Camp Devens, Sept. 19, 1917.

Pvt. McGee, Norman C., 251 Main St., Wareham, Mass., Enl. Mass. N. G. Sept. 17, 1917.

Pvt. McGinn, William, Water St., Richmond, Me., Enl. Maine N. G. July 12, 1917.

Pvt. McLeod, Warren, 19 Linden St., Needham, Mass., Enl. Mass. N. G. May 5, 1917.

Pvt. Nichols, Harry H., care Mrs. Flora Nichols, 318½ South 6th St., Quincy, Ill., Enl. U. S. N. A. Feb. 24, 1918, Trans. fr. repl. July 6, 1918.

Pvt. Norton, Grover R., Keezar Falls, Me., Enl. Maine N. G. July 21, 1917.

Pvt. O'Leary, Patrick, 424 West 53d St., New York City, N.Y., Enl. U. S. N. A. Sept. 10, 1917, Trans. fr. repl. July 6, 1918.

Pvt. Patrick, Aaron, Glen, Miss., Enl. U. S. N. A. Oct. 3, 1917, Trans. fr. repl. Sept. 11, 1918.

Pvt. Perkins, Lewis J., care D. M. Holton, Walnut Hill, La., Enl. U. S. N. A. Sept. 18, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Pierce, Leroy S., R. F. D. 2, Gray, Me., Enl. Maine N. G. June 30, 1917.

Pvt. Poole, Bryant J., Eldorado, Ark., Enl. Ark. N. G. Apr. 7, 1917, Trans. fr. repl. July 29, 1918.

Pvt. Randall, Irvin Z., Vandalia, Ind., Enl. U. S. N. A. Sept. 20, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Raymond, Wilfred, 59 Cross St., Central Falls, R.I., Enl. R.I. N. G. Apr. 16, 1915.

Pvt. Rehill, Basil J., Enl. Mass. N. G. Aug. 3, 1917.

Pvt. Roberts, Hugh J., 28 Marion Ave., Belmont, Mass., Enl. Mass. N. G. May 6, 1917.

Pvt. Roper, William B., Route 2, Birmingham, Ala., Enl. U. S. N. A. Oct. 2, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Sebren, Richard, Route 3, Vandenhall, Miss., Enl. U. S. N. A. Sept. 29, 1917, Trans. fr. repl. Aug. 28, 1918.

Pvt. Sewall, Karl D., 53 Strathmore Rd., Brookline, Mass., Enl. Mass. N. G. May 16, 1917.

Pvt. Shreve, Glen J., Doylestown, Ohio, Enl. U. S. N. A. Sept. 20, 1917, Trans. fr. repl. Apr. 26, 1918.

Pvt. Smith, Edwin R., Hollis Centre, Me., Enl. U. S. Army, Sept. 17, 1917.

Pvt. Smith, Revere R., Hollis Centre, Me., Enl. U. S. Army, Sept. 17, 1917.

Pvt. Smith, William C., 8003 Linwood Ave., Cleveland, Ohio, Enl. U. S. N. A. Sept. 9, 1917, Trans. fr. repl. Mar. 26, 1918.

Pvt. Stacey, Owen G., R. F. D. 2, Box 30, Keezar Falls, Me., Enl. Maine N. G. July 7, 1917.

Pvt. Stadler, William J., 4025 Annunciation St., New Orleans, La., Enl. U. S. N. A. Sept. 18, 1918, Trans. fr. repl. Aug. 28, 1918.

Pvt. St. Cyr, Eugene, 120 Fairmont St., Fitchburg, Mass., Enl. U. S. N. A. Sept. 18, 1917, Trans. fr. Camp Devens, Sept. 22, 1917.

Pvt. Studdiford, Ellis G., 36 Forest St., Roxbury, Mass., Enl. Mass. N. G. July 5, 1917.

Pvt. Taccagni, Joseph, 200 First St., Eureka, Cal., Enl. U. S. N. A. Sept. 22, 1917, Trans. fr. repl. Aug. 18, 1918.

Pvt. Tomblin, Omar A., R. F. D. 1, Burnsville, W.Va., Enl. Va. N. G. July 30, 1917, Trans. fr. repl. Aug. 29, 1918.

Pvt. Torrey, Ernest G., 187 Spark St., Montello, Mass., Enl. Mass. N. G. July 9, 1917.

Pvt. Tracy, Alfred L., Red Bluff, Cal., Enl. Cal. N. G. July 11, 1917, Trans. fr. repl. Aug. 18, 1918.

Pvt. Turnbull, Robert, 2204 Oxford St., Philadelphia, Pa., Enl. Pa. N. G. Sept. 22, 1917, Trans. fr. repl. Apr. 26, 1918.

Pvt. Verdesca, Cosimo, 512 Twelfth St., New York City, N. Y., Enl. U. S. N. A. Sept. 23, 1917, Trans. fr. repl. Apr. 28, 1918.

Pvt. Wesselne, Frank, 358 South Boyle Ave., Los Angeles, Cal., Enl. U. S. N. A. Oct. 2, 1917, Trans. fr. repl. Aug. 18, 1918.

Pvt. Wilson, Harry S., 1887 East 29th St., Lorraine, Ohio, Enl. U. S. N. A. Sept. 22, 1917, Trans. fr. repl. Aug. 18, 1918.

Pvt. Wold, Edwin L., 917 Fifth St., Brookings, S.D., Enl. U. S. N. A. Dec. 15, 1917, Trans. fr. repl. Mar. 20, 1918.

## HISTORICAL DATA CONCERNING THE 26TH DIVISION, A. E. F., ISSUED FROM DIVISION HEADQUARTERS

Organized August 22, 1918, in Boston, Mass., from units of National Guard troops of New England States and a quota of National Army troops from Camp Devens, Mass.

General Officers commanding the Division in France:—

| | |
|---|---|
| Division Commanders,— | Maj.-Gen. Clarence R. Edwards. (Until October 25, 1918.) |
| | Brig.-Gen. Frank K. Bamford. |
| | Maj.-Gen. Harry C. Hale. |
| 51st Inf. Brigade,— | Brig.-Gen. Peter E. Traub. |
| | Brig.-Gen. George H. Shelton. |
| | Brig.-Gen. L. L. Durfee. |
| 52d Inf. Brigade,— | Brig.-Gen. Charles H. Cole. |
| | Brig.-Gen. George H. Shelton. |
| | Brig.-Gen. William L. Lassiter. |
| 51st Field Art'y Brigade,— | Brig.-Gen. Dwight F. Aultman. |
| | Brig.-Gen. Pelham D. Glassford. |
| | Brig.-Gen. John H. Sherburne. |

First troops sailed from Hoboken, N.J., on September 7, 1917, and landed at Saint-Nazaire, France, on September 21, 1917.

The Division remained in Training Area with Headquarters at Neufchâteau for about four months, during which time details of troops were engaged in constructing hospitals, building telephone lines, acting as labor detachments, assisting in organizing sections of the Service of Supplies, and otherwise making preparations for the Army which began to arrive after January 1, 1918.

Successive periods in line on Western Front:—

| *Date of Entry* | *Place* | *Sector* | *Date Withdrawn* |
|---|---|---|---|
| Feb. 6, 1918 | North of Soissons | "Chemin des Dames" | Mar. 21, 1918 |
| Apr. 3, 1918 | (Brigaded with French) | "La Reine" and "Boucq" | June 28, 1918 |
| July 3, 1918 | North of Toul | "Pas Fini" | July 25, 1918 |
| Sept. 8, 1918 | Château-Thierry | "Rupt" and "Troyon" | Oct. 8, 1918 |
| Oct. 18, 1918 | St. Mihiel Salient North of Verdun | "Neptune" | Nov. 14, 1918 |

Aggregate times in the lines—seven months, or two hundred and ten days.

NOTES: "Date of Entry" and "Date Withdrawn" as used above are the dates on which *the command passed to or from the 26th Division.* This table does not show in reality the exact time which all units of this Division served in the lines. There are several instances where regiments and brigades entered the lines several

days in advance of the passing of command to the Division. Also during the nine months' service from February 6, 1918, the Division spent only ten days in a rest area, the remainder of the time being consumed in moving from one sector to another, or in support positions awaiting entry into line.

Prisoners captured by 26th:—

Officers, 61; other ranks, 3,087; total, 3,148.

Among German material captured were the following:—

31 pieces field artillery.
23 pieces French artillery.
163 light and heavy machine-guns.
830 rifles.

Casualties of the 26th in battle:—

| | *Officers* | *Men* | *Total* |
|---|---|---|---|
| Killed | 78 | 1652 | 1730 |
| Wounded severely | 100 | 3524 | 3624 |
| Wounded slightly | 111 | 2708 | 2819 |
| Gassed | 113 | 3250 | 3363 |
| Missing | 10 | 273 | 283 |
| Prisoners | 9 | 127 | 136 |
| Totals | 421 | 11,534 | 11,955 |

Enemy territory taken in battle:—

| *Offensive* | *Date* | *Depth* |
|---|---|---|
| Aisne Marne | July 18–25, 1918 | 17.5 kilometres |
| St. Mihiel | September 12–13, 1918 | 14.0 kilometres |
| Meuse-Argonne | October 18–November 11, 1918 | 5.5 kilometres |
| Total depth of advance | | 37.0 kilometres |

Other interesting data of the 26th:—

The first American unit organized as a division in the United States and transported complete to France.

While in the sector north of Toul, the 26th Division engaged in the first two battles in which Americans fought without the support of the French Infantry.

The 104th Infantry (formerly 2d, 6th, and 8th Massachusetts Infantry) after the battle at Apremont, was cited in G. O. No. 737–A, Headquarters 32d,

Army Corps (French), April 26, 1918, and its colors decorated with the Croix de Guerre. The 104th Infantry is the only regiment in the United States Army to have its colors decorated by a foreign government.

British G. H. Q. on October 20, 1918, made public the following extract from a confidential document captured from the Nineteenth German Army; "The twenty-sixth American Division is a fighting division which has proven its qualities in battles on various parts of the front."

The 26th is officially known as the "Yankee Division." Distinctive insignia worn on left sleeve of uniform by authority of G. O. No. 33 Headquarters 1st Army, American E. F.: "Monogram YD in dark blue on diamond-shaped field of olive drab."

The Division has been cited in American and French orders and commended in letters and service memorandum as follows:—

Cited G. O. No. 7 Headquarters 11th Army Corps (French), March 15, 1918.

Cited (104th Infantry) in G. O. No. 737-A Headquarters 32d Army Corps (French), April 26, 1918.

Commended in Service Memo. Headquarters *VII*th Army (French), June 17, 1918.

Commended (101st Infantry) in Service Memo. Headquarters *VII*th Army (French), June 3, 1918.

Congratulated in Memo. Headquarters 32d Army Corps (French), June 18, 1918.

Cited in G. O. No. 131 Headquarters 32d Army Corps (French), June 18, 1918.

Commended (103d Infantry) in letter from G. H. Q., A. E. F., June 20, 1918.

Cited in G. O. No. 131 Headquarters 32d Army Corps (French), June 27, 1918.

Congratulated in letter Headquarters *VI*th Army (French), July 29, 1918.

Cited in G. O. *VI*th Army (French), August 9, 1918.

Cited in G. O., G. H. Q., A. E. F., August 28, 1918.

Cited (102d Infantry) in G. O. No. 19 Headquarters 5th Army Corps, A. E. F., September 18, 1918.

Commended in letter from Headquarters 2d Colonial Corps (French), October 3, 1918.

Commended in letter from Headquarters 17th Army Corps (French), October 24, 1918.

Commended (104th Infantry) in letter from Headquarters 18th Division (French), November 17, 1918.

Commended in letter from Headquarters 2d Colonial Corps (French), November 14, 1918.

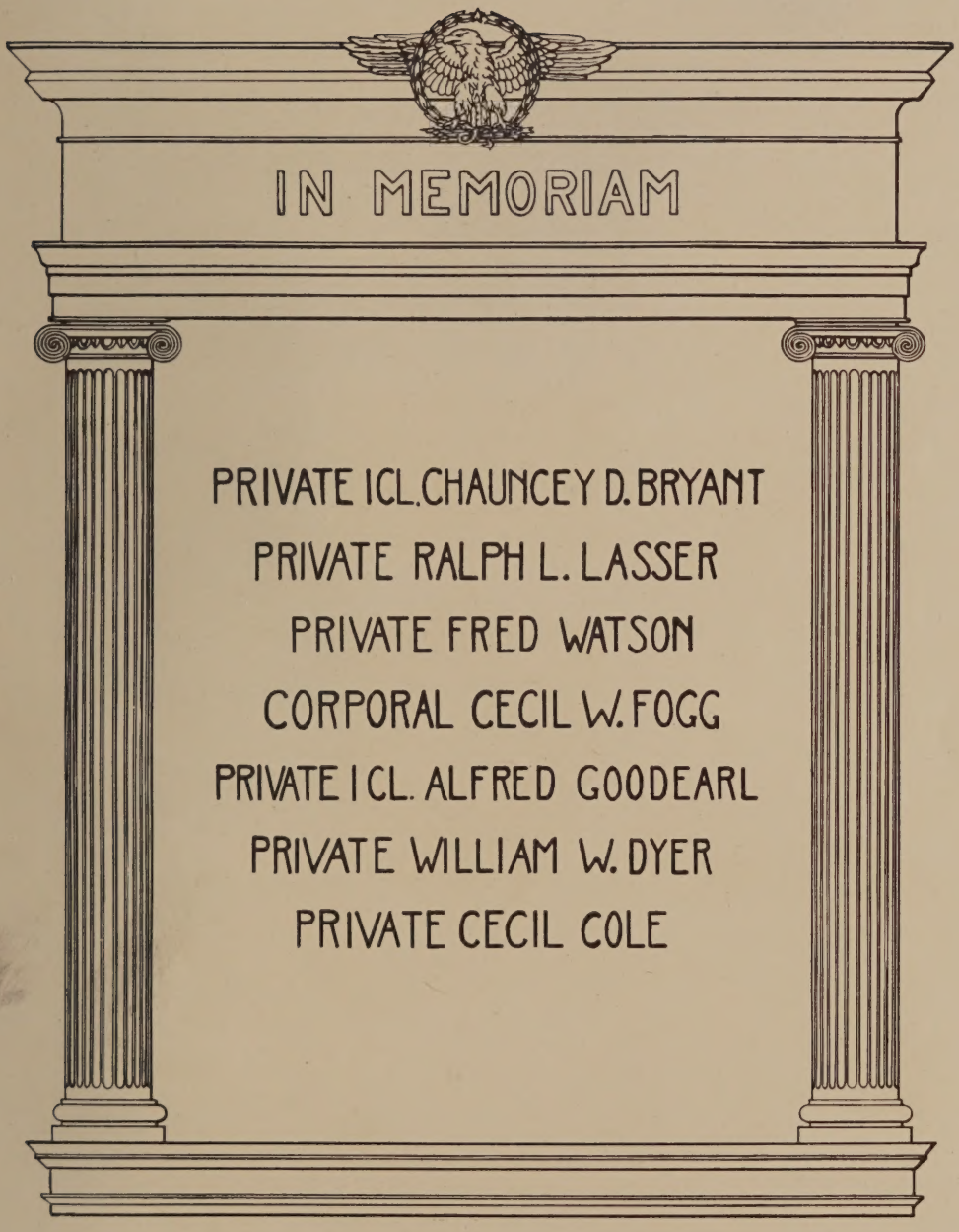
Cited in G. O. No. 232, G. H. Q., A. E. F., December 19, 1918.

Cited in G. O. No. 238, G. H. Q., A. E. F., December 26, 1918.

The 101st Engineers have spent the following successive periods in action:—

Chemin des Dames, 2/10/18 to 3/21/18.
Toul Sector, 4/1/18 to 6/26/18.
Toul Sector (Xivray defensive), 6/16/18.
Pas Fini Sector, 7/7/18 to 7/18/18.
Champagne-Marne Defensive, 7/15/18 to 7/18/18.
Aisne-Marne Offensive, 7/18/18 to 8/6/18.
Rupt Sector, 9/2/18 to 9/12/18.
Saint-Mihiel Offensive, 9/12/18 to 9/16/18.
Troyon Sector, 9/14/18 to 10/10/18.
Meuse-Argonne Offensive, 10/26/18 to 11/11/18.

MEDAL PRESENTED TO EACH ENGINEER
BY I. C. C. VETERAN ASSN.


IN MEMORIAM
PRIVATE ICL. CHAUNCEY D. BRYANT
PRIVATE RALPH L. LASSER
PRIVATE FRED WATSON
CORPORAL CECIL W. FOGG
PRIVATE ICL. ALFRED GOODEARL
PRIVATE WILLIAM W. DYER
PRIVATE CECIL COLE

THE FIVE FOLLOWING PAGES SHOW A GROUP PICTURE OF COMPANY "E" TAKEN AT CAMP DEVENS SHORTLY AFTER ITS RETURN HOME

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